

MANAGEMENT COMMITTEE

	Name	Home	Work	Mobile	E-mail
PRESIDENT	David Miles (Meryl)	3892 2699	3891 5922	0438 760 447	davidmeryl@bigpond.com.au
SECRETARY	Paul Strange (Kerry)	3398 1993		0418 180 725	pstrange@bigpond.com
TREASURER	Carly Mattea (Richard)	3325 0409			
COMMITTEE	Ron Clydesdale (Bev)	3263 6575		0409 728 647	ronbevcllydesdale@bigpond.com
	John Davies (Diane)	3341 6798	3341 4563	0402 393 278	johnedavies@ozemail.com.au
	Gary Goulding (Narelle)	3351 3506	3008 3139	0407 163 063	gouldingsx3@bigpond.com
	David Homer (Helen)	3341 9323	3341 1976	0417 755 747	dmwmsport2@optusnet.com.au
	Paul Lupton (Lyn)	3394 2010		0409 269 770	lynpaull2@bigpond.com
	Richard Mattea (Carly)	3325 0409		0402 227 109	richard.mattea@cemaust.com.au
	David Robinson (Jeanne)	3848 0221	3255 9037		robo25@bigpond.net.au

OFFICIALS

	Name	Home	Work	Mobile	E-mail
Event Secretary	Joan Appleby	3857 1561			
Event Sec.Asst.	David Robinson	3848 0221	3255 9037		robo25@bigpond.net.au
	Richard Mattea	3325 0409		0402 227 109	richard.mattea@cemaust.com.au
CAMS Delegate	Ann Thomson	3378 1368			
Chaplain	Ken Trudgian	3886 3409		0419 680 380	
Club Captain	Peter Rayment	3300 3148		0407 693 947	
Day Runs	David Miles Midweek	3892 2699			
Co-ordinators	Pat Walker Weekend	3300 2914			
Hillclimb	John Davies	3341 6798	3341 4563	0402 393 278	johnedavies@ozemail.com.au
Library	David Robinson	3848 0221	3255 9037		robo25@bigpond.net.au
Marque Rep.	David Homer	3341 9323	3341 1976	0417 755 747	dmwmsport2@optusnet.com.au
Minute Secretary	Kerry Strange				
Membership Sec.	Peter Rayment	3300 3148		0407 693 947	
National Meeting	Ron & Bev Clydesdale	3263 6575		0409 728 647	ronbevcllydesdale@bigpond.com
Co-ordinators					
Point Score	Peter Rayment	3300 3148		0407 693 947	
Webmasters	Glenda Crew	3341 4397		0411 451 154	gbk@powerup.com.au
	Rick Miles		3891 5922		rick@amiles.com.au
Octagon Editors	Bruce Mutch	3376 1384		0427 787 208	bmutch@bigpond.com.au
	Elaine Hamilton	3893 2438		0418 870 782	vprojects@uq.net.au
	Graeme Walker	3511 0206			

MG Information

	Name	Home	Work	Mobile	E-mail
Pre-War	Dino Mattea	3263 2625		0418 739 672	
T-Type	Peter Rayment	3300 3148		0407 693 947	
MGA	Richard Mattea	3325 0409		0402 227 109	richard.mattea@cemaust.com.au
MGY	Owen McNeill	3261 7043			
Magnette Saloon	David Robinson	3848 0221	3255 9037		robo25@bigpond.net.au
MGB	Graeme Walker	3511 0206			
MGC	Chris Carswell	3378 4140			
	Bruce Ibbotson	3366 1889			
MG V8 Rv8	Barry Evans	3425 1695	3889 9652		mgauto@bigpond.com.au
Midget	Ron Clydesdale	3263 6575		0409 728 647	ronbevcllydesdale@bigpond.com
MGF	John Boyce	3345 2530			
Late Model Sedan	Vacant				

All enquiries to the secretary:
PO Box 1847 Brisbane 4001

E & OE

Clubrooms: 14 McLennan Street, Albion
Hillclimb: Gramzow Road, Mt Cotton

The opinion of correspondents and advertisers expressed in this magazine are not necessarily those of the management committee of the MG Car Club of Queensland Inc. and as such the club accepts no responsibility. Published six times a year members personal advertisements are free. Club constitution available in clubrooms.

President's Report

The most obvious and spectacular news this issue is, of course, our new look Octagon, now being printed by Alltype Colour Printing. Congratulations to Bruce Mutch and new team member Elaine Hamilton, and, at the same time, thanks to Warren Hovey for his assistance in the past.

This magazine is a vital part of our club communications, and warrants the advantages offered by the state of the art technology now available to us through Alltype. I'm sure, too, that Bruce and Elaine have more surprises for us in coming issues.

On the subject of communications, we have made even more improvements to our web site, with Glenda Crew setting up a password protected "Press" section to enable quality, professional photographs of Mt Cotton action available electronically to the media. Thanks to Glenda, as well as Osella Photographics for their co-operation.

Following the very successful National meeting over Easter, two more important events are now behind us. The Queensland Hillclimb Championships and our Concours, the latter held in conjunction with the Gold Coast Club, are reported in this issue, both being held in June. Great photos of these events are inside.

Mt Cotton looked fantastic, with Peter's regular mowing greatly enhancing the spectacle of the circuit itself, and the volunteer army, guided by Dino Mattea, have greatly enhanced the appearance and usability of the pits. A big "thank you" to all involved, especially, of course, those hard working folks in the canteen! Mt Cotton is poised

to become the very best Hillclimb venue this country has, and is a credit to all members, past and present, who have made their contributions over the years.

This half of the year will see the celebration, in various forms, of our 50th Anniversary. The committee is planning a number of special events during our anniversary month, and, once again, looks forward to members contributing ideas and assistance.

Our Nog n Natter, coming up on Friday, 9th July, will take the form of an open forum, giving members an opportunity to put their views to the committee as to the future direction of the club, as well as, hopefully, offering some additional help in organizing both our regular and special events.

It's time, too, to start considering nominations for committee members and officers in time for the Annual General meeting, looming in the not too distant future. Some members of our current committee have committed themselves way beyond all reasonable expectations, and would like, and deserve, to enjoy participating in club events in a more relaxing manner. Let's see more (particularly younger) members prepared to do their part in managing this very active club!

Enjoy our enhanced magazine, and enjoy actively participating in one of the best car clubs in the country.



David Miles
(President)

Editorial

In yesteryear we had the horse and cart and the sports model of the year was a high stepping hackney with a beautifully presented gig in what we now know as in "concours" condition.

The horse and cart with the event of technology then gave way to the motor car at the turn of the century. There were many "knockers" who indicated that this thing will not survive. Thus through the ages we have seen the development of the motor car to the sleek thoroughbred machines of the current era. The same can be said of computer technology when a new model computer today is obsolete tomorrow.

We have the same development in the presentation of our own magazine which has progressed from the famous Gestetner runs when folk would move around a table collating the many pages of the "Octagon". We have for the past seven years been publishing your magazine through an upgraded system and even winning the National Magazine in Adelaide in 2002. However, technology has caught up with us and we at MGCCQ have embraced this and I hope you like the result.

Our appreciation to Warren and Chris Hovey of Mighty Mouse Type and Graphics in Toowoomba for their efforts and assistance in producing The Octagon over the past seven years. It has been a step forward.



Bruce Mutch
Editor

The House Of



- Sales
- Service
- Spares
- Trim & Body

150 Logan Road
Woolloongabba QLD 4102
Ph (07) 3391 4061
Ph (07) 3891 6843
hmg@ozemail.com.au
www.ozemail.com/~hmg/index.htm



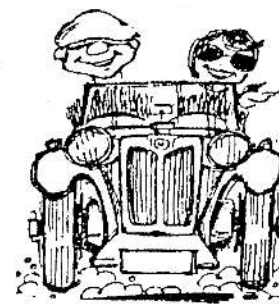
NOTICE BOARD

* MID WEEK DAY RUN

Wednesday 28th July Contact: Alan Robinson Ph: 3201 1986
Commencing with a BYO BBQ breakfast at Colleges' Crossing at 7:30am
- Then a Day Run at Alan Robinson's property to view his car collection

* WEEKEND DAY RUN

Sunday 15th July
Contact: Pat Walker Ph: 3300 2914



Club Members !!! "Noggin 'N' Natter"

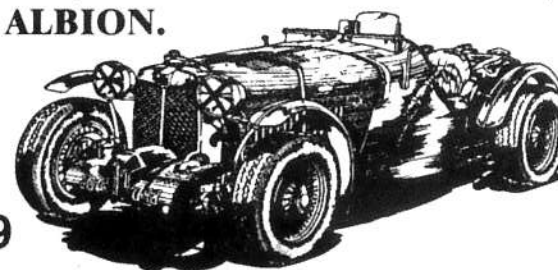
Friday 9th July 2004

Open forum discussion regarding the future direction of the club

**BAPTIST CHURCH HALL, -14 McLENNAN STREET,
ALBION.**

Bring some nibbles
and enjoy an informal,
fun evening.

**Contact David
Miles 3892 2699**



QUEENSLAND HILLCLIMB CHAMPIONSHIPS

All associated with the organisation of the QHC held on 5th and 6th June had good reason to be happy as the weekend proved to be highly successful in all respects. The hill has never looked better and the improvements to the pit area seemed to meet with unanimous approval. Spectators were treated to a day's viewing of some great driving interspersed with a few incidents, none of which ended up being too serious.

The competition was excellent with the battle between Alan McConnell and Peter Gumley for FTD a highlight of the day only .03 sec separating their times of 38.76 and 38.79 respectively. Third fastest for the day Ross Liddle - missed breaking the magic 40 sec barrier by only .07. This was particularly rewarding for Ross who had had major hurdles to overcome following the exploding of a brake rotor during a run on the previous Wednesday. This resulted in the calliper finding its way inside the wheel and becoming lodged between the rim and tyre of that wheel! That problem being overcome, Saturday practice offered more challenges when first gear broke and second gear was chipped. Fortunately, Ross has good support and help along with an abundance of energy from his father, Peter, and from Ivan Tighe and Ian Peters. With their help and Gary Goulting's generosity in lending his fellow competitor a second gear Ross ended up with a highly successful Sunday. Alan McConnell had had his share of problems too with the car not performing at its best on Saturday but, fortunately, his and his crew's work was rewarded with his outstanding results on Sunday.

Peter Gumley reported "no problems" early on Sunday morning following his

(Continued Page 8)



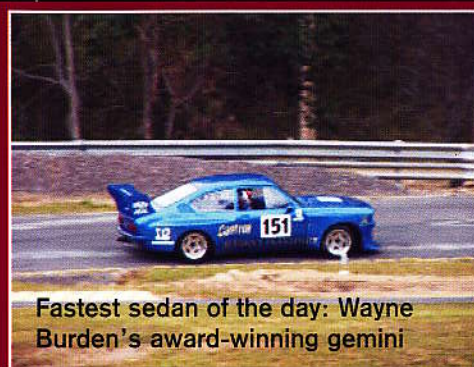
Alan McConnell



Peter Gumley



Ross Liddle



Fastest sedan of the day: Wayne Burden's award-winning gemini



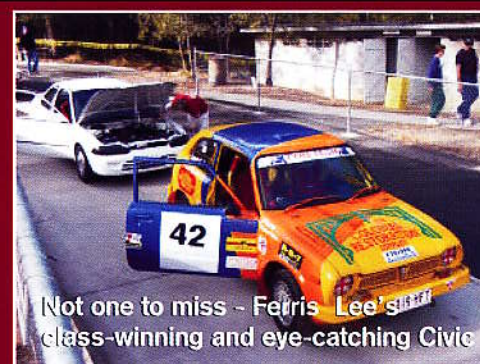
The Matteas working on a car - a change from working for the Club or on the Hill!



The MG Walker having a busy and successful weekend



Congratulations & Thank You Bob & Ann!



Not one to miss - Ferris Lee's staff



Oh Dear!

Want to get involved in the Thinking Driver's Motor Sport?

Well! Come and Try Hillclimbing

MG Car Club of Qld will be conducting a Training Day / Come & Try Day at the Mt Cotton Circuit (Gramzow Rd).

1st August 2004

MGCCQ invites novice drivers with little or no Mt Cotton experience to participate in this special day. Ladies and Junior drivers most welcome.

*** MGCCQ will determine a novice participant based on competition Experience ***

Participants will be tutored by active Top Level competitors in aspects of Speed Hillclimbing.

Participants Requirements :-

1. Clean & Safe Vehicle
2. Crash Helmet
3. Long Pants / Long Sleeve Shirt / Covered Shoes (leather or similar)
4. CAMS Day Licence (Issued on day @ \$20)
5. \$15 entry payment to MGCCQ
6. BYO Lunch & Energy Drinks
7. Common Sense
8. Pre-register with event co-ordinator

Come and experience the thrill at Mt Cotton Hill under controlled conditions.

For more details and pre registration
Contact :- Gary Goulding (Event Co-ordinator)

33513506 - AH
0407163063 - BH



(From Page 5)

QUEENSLAND HILLCLIMB CHAMPIONSHIPS

•MG winners were:

- Graeme Walker (1601-2000cc)
- Barry Evans (2001cc and over)
- Jason Crew (Group S)
- Michael Gehde (Historic)

Major trophy winners were:

- Darren Harris (Martin Tighe Trophy for fastest time by a Formula Ford)
- Des Edwards (Glynn Scott Perpetual Trophy for fastest time by a Sports Car)
- Wayne Burden (Vince Appleby Trophy for fastest time set by a Sedan)
- Alan McConnell (Paul Aitken Trophy for Best Average Time by a Motor Cycle powered car and Tasman Building Society Perpetual Trophy for FTD)

breaking the 40 sec barrier during practice on Saturday and again on each run on Sunday. Unfortunately his good run and his chance at pipping Alan McConnell for FTD all came unstuck on his fourth run when he spun coming back into the first loop. His rear wing hit the bank, damaging it and its mount leaving himself unable to make the fifth run.

Bad luck stories for the weekend included John Boyce's "Did not start" following a clutch failure during practice on Sunday. I'm not sure if John Wynne's accident was a 'bad luck' or 'good luck' story I guess it was 'bad luck' that the accident happened but 'good luck' that he escaped uninjured, if a bit sore and sorry!

Despite an incident on Wednesday when he hit the nuts at high speed following either some dubious (??) advice or good advice which he did not heed from a previous AHC winner - or so I'm told - Stephen Riley managed to 'renose' the Vee and even break the class record and the 49 sec barrier with a 48.99 sec run.

A number of other records were broken. Graeme Walker set a new MG record, Brian Ferrabee broke the record for Marque sports cars 1601-2000cc on each of his runs, Des Edwards achieved his ambition of breaking the up to 1600cc marque sports car record, Wayne Burden broke the Sports Sedans 2001

and over record on three of his runs, Damien Croston in going under 50 secs set a new Group O record and Alan McConnell, in taking out FTD, also lowered his class record by half a second.

There were probably many 'personal bests' over the weekend. Just two that I heard of were Glen Wesener with a 50.29 sec run which also gave him his class win and Michael Collins with a class-winning 45.3 secs.

Class winners and their class-winning times were:

Road Registered Up to 1600cc	Ferris Lee 52.26
Road Registered 2001cc & over	Brian Munn 55.08
Marque Sports 1601 to 2000cc	Brian Ferrabee 47.56 (New record)
Marque Sports Up to 1600cc	Des Edwards 45.26 (New record)
Sports Cars Up to 2000cc	Lindsay Hay 46.62
Sports Cars 2001 & over	Michael Collins 45.30
Formula Libre Up to 1300cc	Paul Van Wijk 41.25
Formula Libre 1301 to 2000cc	Alan McConnell 38.76 (New record)
Formula Libre 2001 & over	Peter Gumley 38.79
Formula Vee	Stephen Riley 48.99 (New record)
Formula Ford	Darren Harris 48.21
Sports Sedans Up to 2000cc	Glenn Pro 46.68
Sports Sedans 2001cc & over	Wayne Burden 42.31 (New record)
Improved Production Up to 1600cc	Bruce Legarde 49.13
Improved Production 1601 to 2000cc	Danny Mischok 47.49
Improved Production 2000 to 3000cc	David Homer 46.85
Improved Production 3001cc & over	Martin McLoughlin 47.85
Gemini	Glenn Sullivan 56.60
Group L	Michael Gehde 58.20
Group N	Glen Wesener 50.29
Group O, S	Damien Croston 49.48 (New record)

Two questions:

1. Your bank manager's name?

2. Your bank manager's
phone number?

**Bank of
Queensland**

If you can't answer these two simple questions, maybe it's time to switch to a bank that still puts bank managers in touch with customers. Contact your local Bank of Queensland branch and talk person2person™ with a real bank manager – the number is in the phone book.

(From Page 8)

QUEENSLAND HILLCLIMB CHAMPIONSHIPS

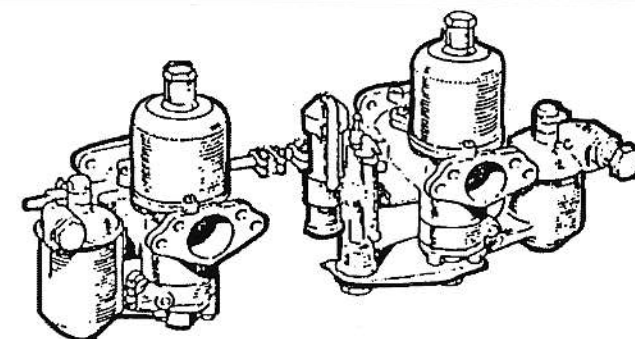
Hardworking club member Ron Clydesdale reported that the paying spectators numbered in the hundreds and they all had reason to believe they got their money's worth. All comments were favourable and one first-timer to whom I talked was delighted to find some real competition in a scenic venue where he could walk freely amongst the cars and talk with the drivers. He was so enthusiastic that he intends bringing a car along for a try on August 1st - and there were probably many others there at the weekend with the same enthusiasm.

I'm sure there are lots more interesting stories from organisers, officials, competitors and spectators that I just didn't get to hear, maybe some of you should write and tell us of them!

Overall an outstanding weekend with everyone happy with the improved conditions at the venue. The scrutineers were delighted with their new location and the new arrangement seemed to work very well. Congratulations to the Club - the

hardworking people who have attended the working bees to provide such a wonderful venue, the organising committee, the caterers who hopefully realised some reward for their hard work as they sold out on both days, the officials (Clerk of Course, Stewards, Flaggies and Fire crews), the timekeepers, the ever-reliable gate-keepers, the raffle-ticket seller with his miniature but effective sandwich board advertising, the announcer, the starter the list goes on!

Congratulations, too, to the birthday people timekeepers Bob Wilkinson and Ann Thomson. Bob's birthday was on Sunday and Ann's yet to come so they were presented with a cake after the Drivers' briefing. Ann was a competitor and a very successful one - at the first hillclimb ever held at Mt Cotton in February 1968. As she sits working tirelessly in the timing shed I hope she has a few spare moments to reflect on the history of the hillclimb and her continuing part in it and to indulge herself in great feelings of satisfaction and pride.



New Carburetors Stocked include...

C.D. Zenith - Stromberg, Holley, S.U., Stromberg and Weber
Service Parts for above types. Plus...

Asian, Autoute, Carter, Dellorto, Ford, Hitachi, Nikki, Rochester,
Solex and Zenith - Over 120 different S.U. Needles stocked.

PRO GAS (Qld) • Akses Auto parts
P/L • Weber Carburetors (Qld.)

4/11 Didswith Street **EAST BRISBANE** - Ph: (07) 3891 2424

Grafton Hillclimb

12th and 13th June
through the eyes
of Alan McConnell

On the weekend on 12th and 13th June we went to Grafton for a round of the N.S.W hillclimb championship. The weather was cool (or cold) and fine on Sunday.

Grafton's hillclimb is a good track; at 985m long it has some fast straights with slow corners and this suits the more powerful cars. With our 1428cc car we know it is a tall ask but you never stop trying.

Most of these times are from memory as official times are not available as yet.

Run one: We could not start our car. We felt that the cold sapped the power out of our starter batteries so, by the time we got it going by push starting, we missed our run. The officials let me run but with no time allowed. The time was 47 seconds, .5 off the lead.

Run two: The track started to get some warmth but it was still slippery. We recorded a 45.15 second run ahead of the Peter Gumley's 45.52; most other fast cars struggled to get grip and were around the 47 to 49 second mark. We were only 5 hundredths off our class record that I set at the Australian Championships in 2002.

Run three: Happy with the car I pushed harder mindful of how slippery it was. The time was a beaut at 44.47 seconds,

1 Peter Gumley 43.80

2 Alan McConnell 44.47
(new class record)

3 Ross Liddle 46.33

lowering the record by 6 tenths so we were very happy. Peter Gumley got stuck into it and used his supercharged 2340cc VW engine to good use and recorded a 43.80. Peter was only 4 tenths off his outright track record. The good news was that we were close and there was still more left in our car.

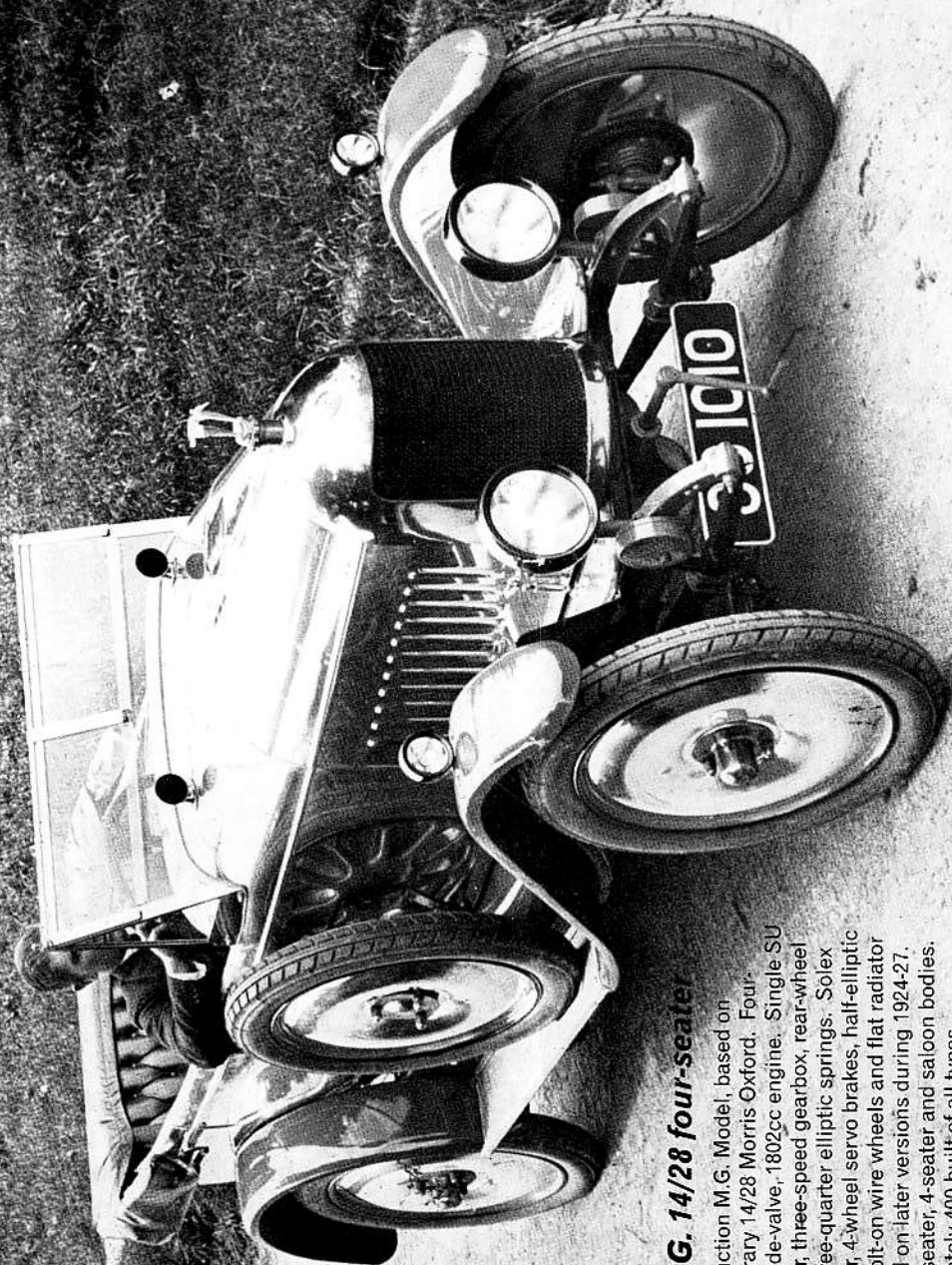
Run four: Bummer, we broke a chain link off the start line, not surprising when you consider how much grip we have. Peter Gumley was slower than on his previous runs and Ross Liddle overcame some problems to record the 3rd fastest time of 46.33 seconds.

It was a good event and shows we are gaining as we learn more about the car and how to set the suspension. Grafton is hard to set the car for and we learnt heaps.

Thankyou to David Bevan for the help, also Motec Queensland, PM Lubricants and Tsubaki Chains.

1924 M.G. 14/28 four-seater

First production M.G. Model, based on contemporary 14/28 Morris Oxford. Four-cylinder, side-valve, 1802cc engine. Single SU carburettor, three-speed gearbox, rear-wheel brakes, three-quarter elliptic springs. Solex carburettor, 4-wheel servo brakes, half-elliptic springs, bolt-on wire wheels and flat radiator introduced on later versions during 1924-27. Various 2-seater, 4-seater and saloon bodies. Approximately 400 built of all types.



The Older I get the

FASTER

I was!

Richard Croston: Boy Racer

I am the third in four generations of the Croston family of motor sport enthusiasts. My grandfather raced Hupmobiles up Mt Cootha and Whites Hill in the 1920s. Some where in my collection of old stuff is his racing goggles and a leather cap of the style, which was the fashion way back then.

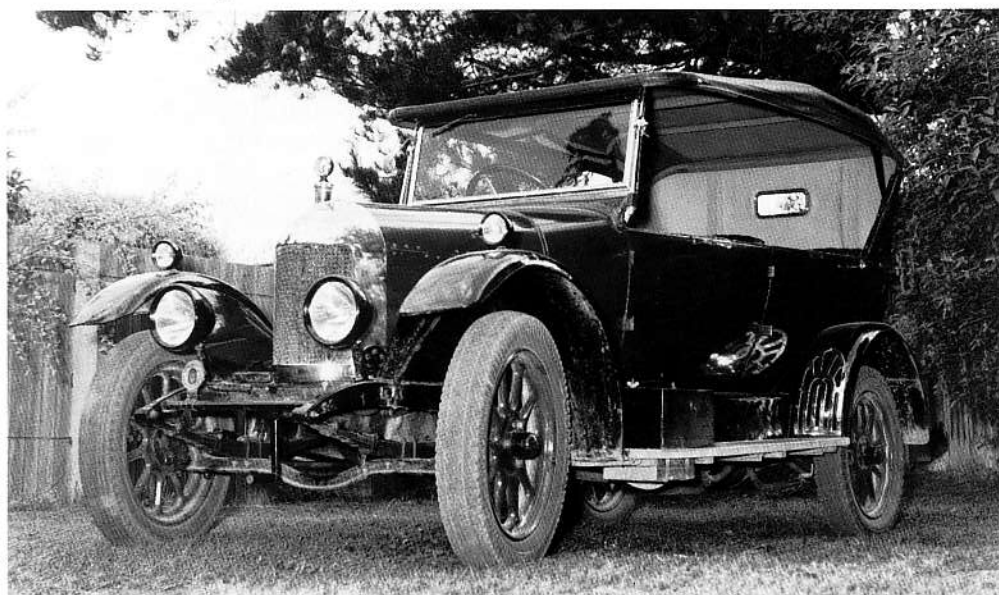
My early years were spent listening to stories of the 1920s motor sport activities. The Thompson's Bugatti roaring through the cutting at Auchenflower, exhaust sound reverberating off the cutting walls, John Pike had a stove hot Austin 7, and Jackie Broad had MGs. My Grandfather purchased one of the first turtle back Austin sevens to be sold in Brisbane this was my Dad's and Aunt's mode of transport in their youth.

Dad had a photographic business in Stanthorpe so growing up there limited our exposure to real racing cars. However we lived on a hill. The road down to the village was ideal for testing and racing the varied billy carts etc we managed to construct out of any old item that came our way. The competition was always brisk; we even had a deal with controlling some competitors who

threw their axes to superior equipment gained an unfair advantage. One of the kids up the road, Rossy had acquired some old wheelbarrow wheels with pump up tyres. This technology was too much for us; Rossy's rocket blew everyone into the weeds. So we wouldn't race him, anyway he had another hill that was bitumen with a lot more inconveniences such as cars and things to keep him occupied.

Once a year when the apple blossom festival took place, the street activities held in the main street of Stanthorpe featured a billy cart derby for all us young racers. Wow! This was the big time; there were carts from all over the shire. Rossy was the driver to beat; his pneumatic tyred cart was easiest to push on the flat Maryland Street circuit. In fact it was more like a drag race. The trick was to get the strongest kid who could run well to push the littlest kid who could steer in a straight line. As in all forms of car racing there comes along occasionally a competitor who raises the game.

One year the local plumber's son organised his Dad to build a sort of Monique racer out of



lightweight tin plate. This device was then painted lightblue and signwired by his Grandfather, the local sign writer (Bluebird). A most impressive machine driven by the littlest kid in town; the owner John was the pusher. They blitzed the field. It only ran the one time. I remember seeing it years later sitting in the corner of their plumbers shed covered in dust, which hid the gold sign writing.

My soapbox derby engineering received an unexpected boost when we were on holidays at Alexandra Headlands. One morning we discovered large chunks of an old balsa life raft washed up on the beach. These large pieces of balsa were skinned with a blue canvas substance. They would make the lightest billy cart known to man, and not only that, you could build lots of model aeroplanes (another interest of mine). Dad was surprisingly easily persuaded to take a few of these pieces of balsa back to Stanthorpe. The lightweight special was duly completed for the annual race. Guess

what my pusher didn't show on the night; a problem that occurred from time to time.

Then we all grew up; I was sent off to boarding school. They didn't do things like build billy carts or do anything with model aeroplanes for that matter. They were so academic and into cricket and rugby. The only place I found remotely exciting there was the rowing shed; it had an appealing smell of varnish, expensive wood shavings and the grease they used to put on the seat rollers. It couldn't compete with the smell of burnt castor oil, a beautiful smell emitted by the OS Max model aeroplane engines.

After a couple of years I managed to escape the confines of boarding school life and returned home to start investigating the world of go-karts. Starting was about as far as I got. My experienced father was very familiar with how expensive any form of motor sport can be. He stepped in making an offer of a restoration project of a vintage 1925 Bull nose Morris Cowley, from his collection of Vintage cars.

FOR SALE

1956 MG MAGNETTE ZB

- Hawthorn green
- Fawn trim as new
- Little running since new gearbox & clutch fitted
- Recent complete brake overhaul
- Drives well
- Paint has some problems
- Concessional rego [Qld Historic] 2778 until August
- \$3 750 firm

Alan Robinson
(07) 3201 1986

1970 MG 'B' GT

- Teal Blue
- Black trim
- General condition very reasonable.
- Drives well.
- Fully rego. 642 COS until August.
- \$9 850 firm.

Alan Robinson
(07) 3201 1986

MGB MKII 1970

- Red with black interior
- VG tyres
- Telescopic rears
- Electric overdrive
- New carpets, hood, windscreen & batteries
- Wire wheels
- Radio/cassette
- Tonneau cover
- Very good drive and overall condition
- \$13 000

John Evans
Sunshine Coast
(07) 5494 5697

THE TREASURE HUNT CONTINUES!!

Hi everyone

I am trying to make a small contribution to the Club by helping David Robinson in archiving a lot of the Club's history. In particular, we are developing databases of information such as a listing of Committee members, programme of events, Octagons, results etc. The two I am concentrating on at the moment are the Octagons and the Hillclimb results.

Of course, as we have been doing this, gaps in the records have become apparent. Maybe some of you have been great hoarders and have items which could fill some of our gaps. Could you please hunt in your cupboards, under your beds, in those boxes in the attic or shed to see if you have any of the following? If you do, could you please contact me at 07 3893 2438 or by email: vprojects@uq.net.au.

In the meantime, thanks to those who responded to the first request in the last Octagon. As a result, there are now fewer gaps to be 'plugged'.

Thanks Elaine Hamilton

HILLCLIMB RESULTS

Does anyone have full result sheets or any results or any information - for the following hillclimbs?

1968

1st Dec I have only class winners from an Octagon report

1969

15th June - I have class winners only from an Octagon report

1971

7th March This hillclimb was scheduled in the Octagon's list of coming events, a CAMS permit was issued and a list of stewards sent to the Club - but did it ever take place? Anyone know the answer?

1972

26th Nov Likewise, this was scheduled in the Octagon and a CAMS permit was issued but did it ever take place?

1974

10th March It was listed in the Octagon but did it take place? Was it cancelled because of bad weather?

28th April We have an entry list but no results - was this one cancelled because of wet weather?

There was a hillclimb held on 6th March 1976 which was abandoned when the track became undriveable I mention this so it doesn't become confused with the two 1974 events.)

1987

Were hillclimbs held in July and October of this year?

CAN YOU HELP????

OCTAGONS

We are also trying to assemble a complete set of Octagons. The following issues are needed to complete the collection. (Of course, some of these may never have existed because, as the issues have never been systematically numbered, it is difficult to know.) If you wish to keep your copies, we will carefully photocopy them for our collection and return yours to you.

1958 Any between January and November

1959 July, August, October, November, December

1960 January, February, March, May, June, July, Aug, Sept, Oct, Nov, Dec

1961 Jan, Mar, Apr, May, Dec

1962 Jan, Feb, May, Jun, Dec

1963 Jan, Apr, May, June, Aug, Sept, Oct, Nov, Dec

1964 Jan, Feb, Mar, June, July, Sept, Oct, Dec

1965 Jan, Feb, April, Sept, Oct, Dec

1966 Feb, June, Oct, Nov, Dec

1967 Apr, May, Sept, Nov

1968 Jan, May, June, Sept, Nov

1969 June, Sept, Nov, Dec

1970 Feb, May (Dec Octagon was included in Jan 71 Octagon)

1971 Jan, Mar, June, July

1973 Nov

1974 June, Oct, Dec

1976 Apr, July, Aug, Oct, Dec

1977 Mar

1978 Apr

1980 Feb, May, June, Aug, Oct, Nov, Dec

1981 Feb to Dec

1982 Feb

1988 nil (but Dec 88 issue is damaged)

1991 seemingly nil but we have only 7 issues we have Jan, March (but stamped Apr on the cover), May, June, Aug, Oct, Dec

1993 seemingly nil. but we have only 7 issues which are Feb, Mar, Apr, July, Sept, Nov, Dec

1996 Dec

Hi Team,

Now your club can practically support the fight to return club-level motor racing to Lakeside International Raceway!

Due to regular requests from dedicated people like yourself, we can now include your club as an associate member of Lakeside Motor Racing Enthusiasts, Inc.

CLUB MEMBERSHIP gives you the ability to influence the future of

motorsport in Queensland. Your club will be entitled to one vote by a nominated delegate who will be invited to become an active member of our frontline team. Moreover, as members you will be privy to all the inner workings and details as LMRE moves toward its goal.

Individuals of member clubs are also encouraged to hold PERSONAL MEMBERSHIP with voting rights

for an annual fee of just A\$10.00.

Annual Club Membership fee - A\$50.00 (Print membership form on LMRE website and send a cheque).

For more information regarding Lakeside Motor Racing Enthusiasts, Inc contact:

Scott Clark

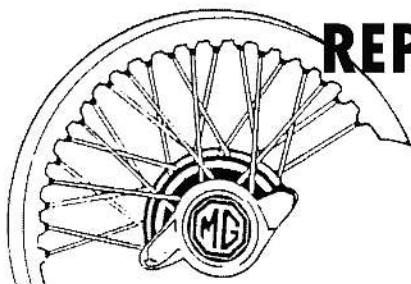
0418 184 552

Info@lakesideraceway.com

NEWAY MOTOR WHEEL REPAIRS PTY. LTD.

PH: (03) 9457 3141

FAX: (03) 9457 6522



- V8 Wheels Restored - converted to 15"
- 40,000 Spokes in Stock - Special lengths to 11"
- MGB 14" x 4 1/2 to 6" + 15" x 6"
- TC 15 - 16" x 4 1/2" + 19"
- Rostyles - 14" - 15"
- ALL WIRE WHEELS RESTORED
- SPECIAL SIZES MADE
- MGA 15" X 4" TO 6"
- Midget 13" x 4" to 4 1/2"

Factory 2/11 Beatrice Avenue West Heidelberg, Victoria 3081

PROPRIETORS: Colin & David Gilbert



TYRETECH

AUSTRALIA

PERFORMANCE TYRES & MOTORSPORT SERVICES

Tyres:
Yokohama, Falken,
Bridgestone, Hoosier,
Avon

Cnr. Hudson Road & Bimbil Street, Albion

Phone: 3262 7833

Racewear & Equipment: Racesuits, Boots, Gloves, Helmets,
Seats, Harnesses, Fire Extinguishers

Concours

Sanctuary Cove 27 June 2004

Combined MGCC of Qld and Gold Coast MGCC Concours

by Elaine Hamilton

I have a dreadful confession to make I attended the Concours at Sanctuary Cove today. Nothing unusual in that? Well, I have been a member of the Club for 40 years (the anniversary is some time in July) and this was my first concours! Do I hear a chorus of "Shame, shame"? If so, it is well deserved. Why haven't I ever been before? Possibly the shame of never having owned an MG despite such longevity of membership somehow the relatively briefly-owned Mk II Sprite and the much longer owned Cooper S just don't seem to measure up.

So, what you have here is very much the view of an uneducated rookie!

Firstly, going to the Concours took us out of our everyday world into the different world of Sanctuary Cove. We found ourselves on a spectacular Qld winter's day in a beautifully maintained environment looking at a wonderful collection of beautifully maintained cars, the range of types and colours creating an amazing patchwork of colour and life with the buzz of owners and spectators around them. As we wandered around, we were amazed and in awe of the commitment of the judges who spent so much time examining each car knowing that their judgment would come under the same

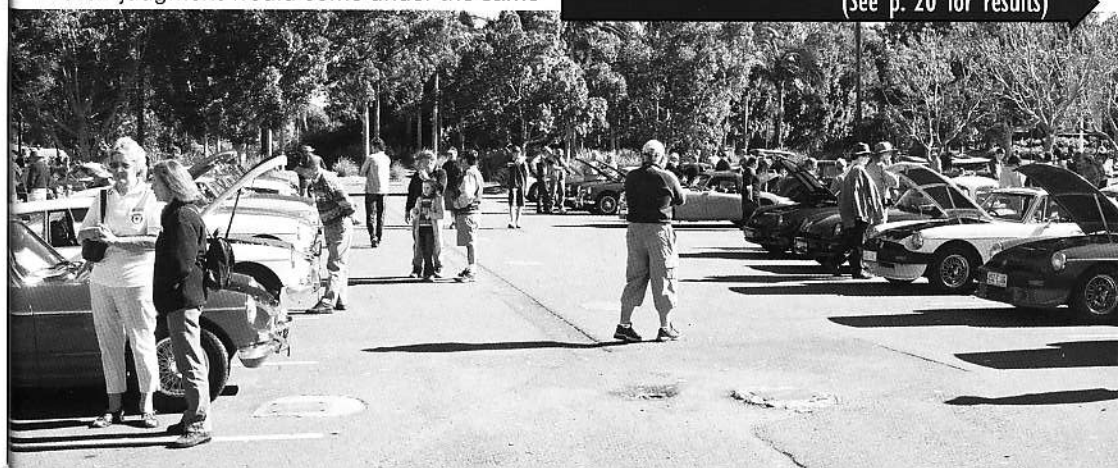
amount of scrutiny from the cars' owners! We hope that they get some enjoyment and satisfaction out of their close contact with such a beautiful range of cars.

I found myself transfixed by the effort expended by owners to have interesting and relevant number plates for their 'pride and joy'. Some which included letters such as 'MGA', 'MGB', 'MGF', 'BGT', 'MGJ', 'MAG', 'BMG', 'MGM' and even 'BEE' and 'GEE' seemed, in combination with their car, fairly obvious but there were some that had me curious ... these included 'GPO', 'NSX' (though we did have this one explained to us it was nothing to do with MGs), 'DOB', 'PTF' (on an MGB) and 'YMG' on an MGB. And then there were the worrying ones which included 'BBQ' and 'RIP'!!

All in all, I would describe the event as having a relaxed and colourful carnival atmosphere with lots of time to stand, ponder, wonder and chat. Congratulations to the organisers for their choice of venue and commitment in putting on this type of competition.

As with any competition, there were winners and grinders and ours were as detailed on page 20.....

(See p. 20 for results)



Concours Results

Sanctuary Cove 27 June 2004



NAME	CAR	CLASS	EXTERIOR	INTERIOR	ENGINE BAY	UNDERSIDE	MECHANICAL	ORIGINALITY	TOTAL	PLACE IN CLASS
KEITH SCHAFERUS	1932 - F2 TYPE	Pre-War	92	95	92	90	10	183	562	1st
DINO MATTEA	1933 - L TYPE	Pre-War	87	95	92	84	10	170	538	2nd
BRUCE JACKSON	TD	E	94	94	95	85	8	171	547	1st
CYRIL BENNET	TF	F	89	91	91	85	8	189	553	1st
RODNEY LAPWORTH	A ROADSTER	G	87	91	89	84	10	161	522	1st
PETER UPHAM	A ROADSTER	G	82	82	74	79	10	135	462	2nd
RICHARD MATTEA	A COUPE	I	89	96	90	88	10	193	566	1st
PAUL TROWER	B MKI PO DR HDLS	J	94	100	96	88	10	190	578	1st
KAREN BEAR	B MKI PB DR HDLS	K	84	77	76	71	10	108	426	1st
GRAEME WALKER	B MKI PB DR HDLS	K	66	65	60	50	10	74	325	2nd
KERRY STRANGE	B MKII	L	73	79	70	67	7	128	424	1st
BRUCE MUTCH	B BL & LATER	M	78	65	72	69	10	144	438	1st
ERROL HOGER	B BL & LATER	M	70	61	70	70	7	125	403	2nd
KEN COOKE	B BL & LATER	M	77	79	63	54	6	118	397	3rd
NEIL MILLS	BGT MKI & MkII	O	80	77	76	67	8	103	411	1st

Concours Results Cont.

NAME	CAR	CLASS	EXTERIOR	INTERIOR	ENGINE BAY	UNDERSIDE	MECHANICAL	ORIGINALITY	TOTAL	PLACE IN CLASS
OWEN MCNEILL	BGT BL & LATER	P	80	64	73	78	8	74	377	1st
BARRY SMITH	BGT BL & LATER	P	67	62	54	60	8	47	298	2nd
DAVID MILES	BGT RUBBER BUMPER	Q	83	84	94	86	10	189	546	1st
HELEN WALKER	BGT RUBBER BUMPER	Q	58	54	50	50	5	110	327	2nd
CLIVE MULDER	B GT V8	R	85	84	94	86	10	191	550	1st
JOHN WALKER	B GT V8	R	80	77	76	71	8	108	420	2nd
BETH NEWBY	C ROADSTER	S	86	88	85	82	9	171	521	1st
RON CLYDESDALE	MIDGET	T	78	86	85	78	9	165	501	1st
DAVID ROBINSON	Y SALOON & TOURER	U	84	93	79	88	10	190	544	1st
PAUL LUPTON	MAGNETTE ZB	V	63	87	91	80	10	168	499	1st
BOB BEAR	SPECIALS (POST TF)	Y	86	90	94	70	10	158	508	1st
ANN PALTRIDGE	F	ZB	84	81	90	74	8	180	517	1st

Outright winner: Bruce Jackson

Please Note: Different classes are judged by different judges, so scoring between classes is unrelated.

Through the Fassifern cattle country

Mid-week run 23rd June 2004

A group of Club members in eight MGs gathered at the car park at Brisbane Botanic Gardens at Mt Coot-tha (which park!!!) and then we headed off through Mt Crosby to College's Crossing on the Brisbane River for smoko. (It was a late start.)

We welcomed on the day the usual old stalwarts but also three cars with new members which was good to see. The new members, Allan and Dawn Shephard MGB GT (YYellow), Ken and Marion Emery (MGB Primrose) and Kev Rogers and Judy Bartley MGB (Maroon), were made very welcome. The only problem was that, due to the lack of use, the generator bearings in Kev Rogers' "B" packed it in and the couple had to revert to a "rebadge" vehicle to make it for lunch. There is one cure for this after repair and that is more constant use.

After smoko we had a delightful run through the cattle country through Purga,

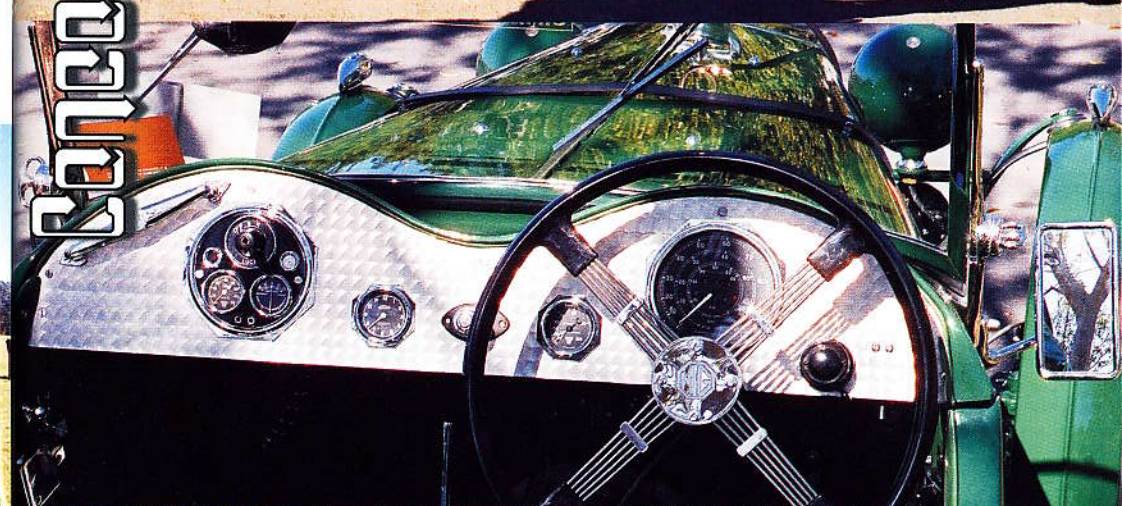
Peak Crossing and the Overflow into Beaudesert. The country has sufficient feed for stock but is extremely dry showing "Max" fire risk even at present.

Lunch was enjoyed at the RSL at Beaudesert and then we backtracked to Willowbank where GEARS were holding a fun day on the long track. Some of the Elfins, Jaguars, Escorts and even a flat head Dodge '6' as a Dick Vermulan No 13 car (absolutely immaculate) showed their paces and kept the lone Ferrari on its toes.

Many thanks to Tip and Bruce Ibbotson for planning the trip which was enjoyed by all.

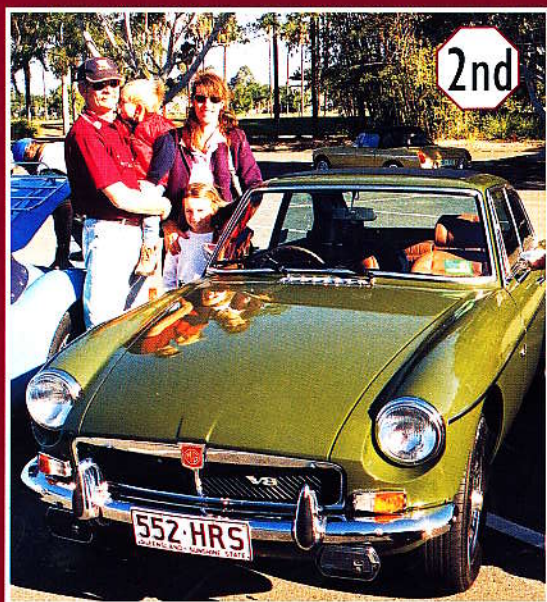


Photos
concoys

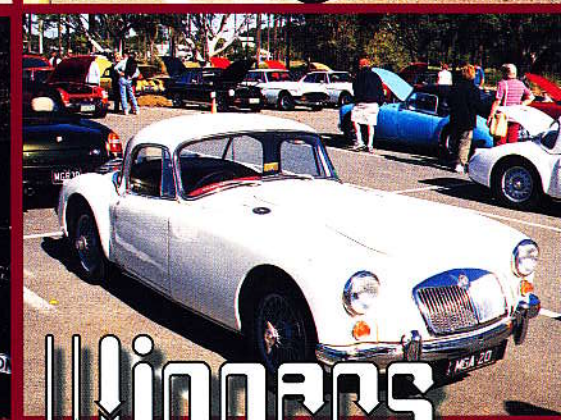
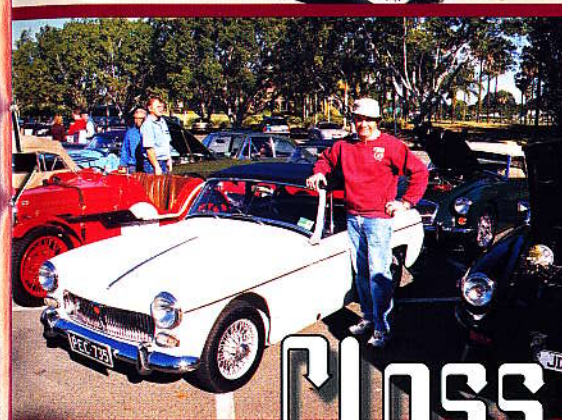
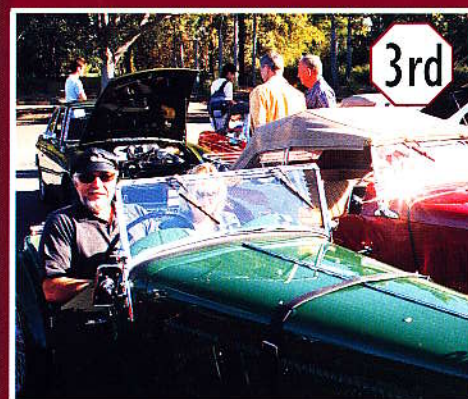


MG Members Participating were

Allan and Dawn Shephard (MGB GT)
Kev Rogers and Judy Bartley (MGB)
Ken Cooke and Dudley Parnell (MGB)
Bruce and Tip Ibbotson (MGC GT)
John Walker (MGA)
Ken and Marion Emery (MGB)
David Miles (MGB GT)
Bruce Mutch and Ross Bruckhorst (MGB)



First: Bruce Jackson, MG TD
 Second: Clive Mulder, MG GT V8
 Third: Keith Schafferius,
 1932 MG F2



concepts
 photos

Class Winners

DAY RUN TO

CHRISTMAS CREEK

Sunday 16th May 2004

On a glorious and cold morning, a group of twenty six MG's included one Yellow Submarine (rebadged Mini Cooper) assembled at the BP at Waterford for the start of a long-awaited day run (weekend).

There had been a few examples prior to start up with T types refusing to start hence the Lettens in the new Yellow Mini Cooper and the Fergusons' Grandad and Granddaughter in the RV8. So they say!

The route took the good road up the mountain to Tamborine Village, over the

brow to the hang gliding take-off site where previous resident Bill Ferguson outlined the farms which were owned by his family in previous years. This was all good dairying country and supported many families who earned a good living off the land - now developed and growing houses instead of corn and cattle. Development certainly deposes good farming practices.

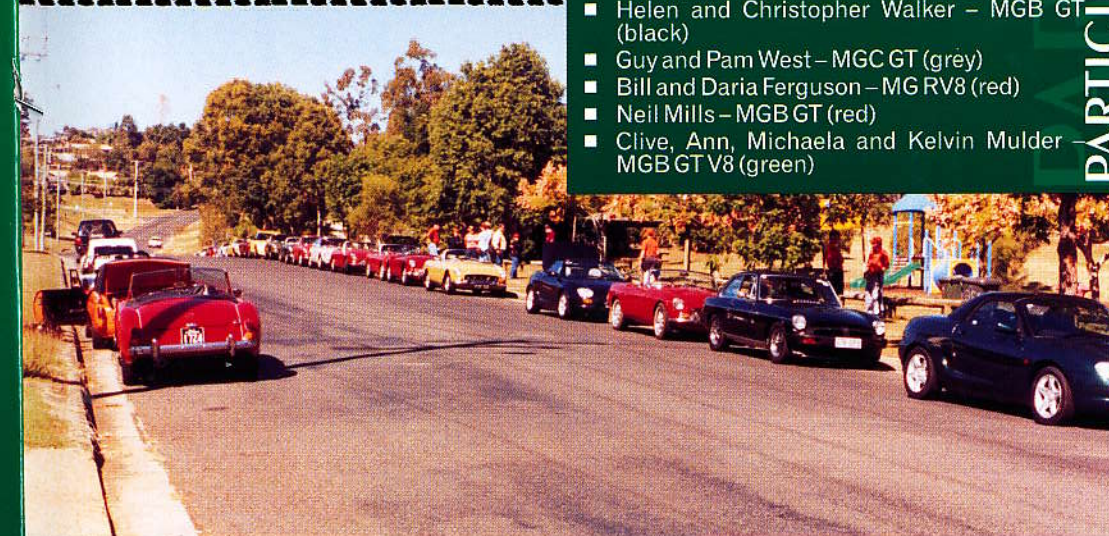
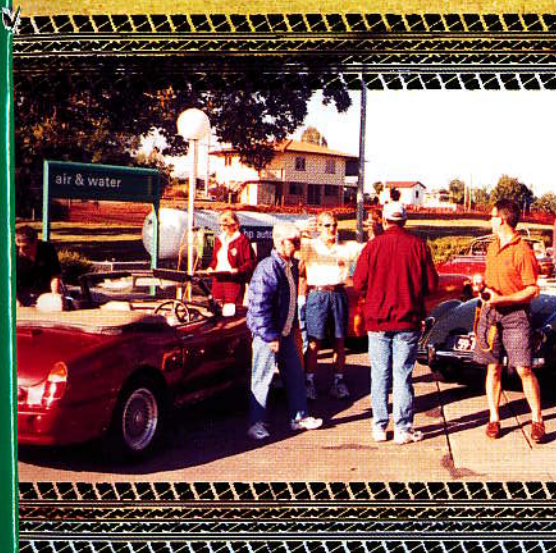
Then we went down the other side and into Canungra dodging the bikies on their Sunday morning coffee run

to smoko at Junior Champion Park at Beaudesert.

As with many day runs there are those who read and those who follow. There are also those illiterate ones who can't read and those who follow. So some of the intrepid illiterate ones missed the turn to Biddaddaba but ended up at the same smoko stop. (They should have been fined two hundred points and forced to go back to GO.)

Following smoko, we went through Beaudesert and on to the Mt Lindsay Highway to Laravale and onto the Christmas Creek Rd to our stop over point at Stinson Park. This was one of the best stopover day run sites we have been to and was further evidenced by the length of time members spent over our lunch and natter. A running creek and beautiful surrounds had many people recalling memories of childhood Cub and Scout camps of 60 years ago. It was also a chance to properly welcome newcomers Michael and Julie Crookes (red MGB), Clive and Ann Mulder and family in the pristine green MGB V8.

Following a long term luncheon, members wended their way back via Darlington and Beaudesert to Brisbane. Thanks to Errol and Wendy Hoger who put a lot of thought into preparing an excellent run. (Good one!)



- John and Glen Boyce – MGF (BRG)
- Ron and Bev Clydesdale – MGA (red)
- Michael and Julie Crookes – MGB (red)
- Ken and Marjorie Cooke – MGB (red)
- Ross and Shez Letten – BMW Mini (yellow)
- Bruce and Tip Ibbotson – MGC GT (grey)
- Barry and Jean Smith – MGB GT (white)
- Errol and Wendy Hoger – MGB (gold)
- Chris and Dee Carswell – MG Super (blue)
- Malcolm Spiden – MGB (BRG)
- Bruce Mutch – MGB (gold)
- Roger and Ann Paltridge – MGF (black)
- Paul and Kerry Strange – MGB (white)
- Cyril and Marie Bennett – MG TF (BRG)
- Gary and Dawn Lawrence – MGB (red)
- Paul and Denyse Trowers – MGB (red)
- John and Pat Walker – MGA (red)
- Rodney and Peta Lapworth – MGA (BRG)
- Graham Waters – MGA (red)
- Graeme and Sandra Walker – MGB (blue)
- Ray and Sue Edwards – MGB Turbo (orange)
- Helen and Christopher Walker – MGB GT (black)
- Guy and Pam West – MGC GT (grey)
- Bill and Daria Ferguson – MG RV8 (red)
- Neil Mills – MGB GT (red)
- Clive, Ann, Michaela and Kelvin Mulder – MGB GT V8 (green)

PARTICIPANTS



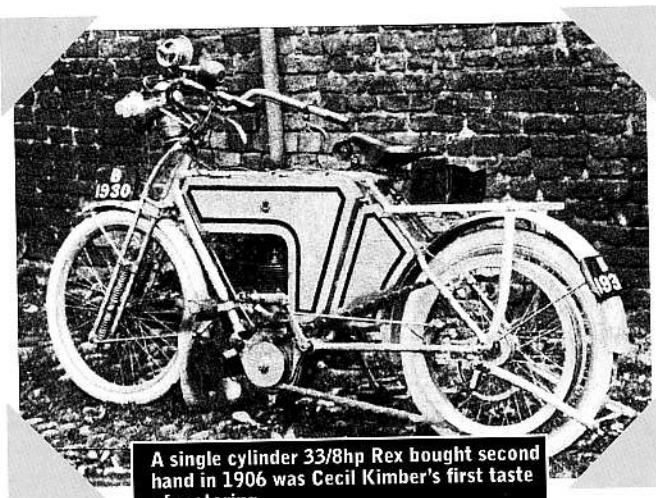


at the crossroads



Cecil Kimber, founder of MG cars, cut his motoring teeth on two wheels. **Jean Cook** explains.

If the sports cars which my father, Cecil Kimber cycled 14 miles to study as a school boy in Manchester were beyond the wages of a young man in his first job, motor cycles were not. In 1907 he sketched out an article to give other beginners an idea of the costs involved in his new sport.



A single cylinder 33/8hp Rex bought second hand in 1906 was Cecil Kimber's first taste of motoring.

In November 1905 I bought a copy of *The Motor Cycle*, and found its contents so bright and interesting that I was induced to get the next week's issue. And the next, until nothing would satisfy me but to become the possessor of a motor cycle. So, in August 1906, being in the happy position of having £20 to lay out, I began to look about for a bargain.

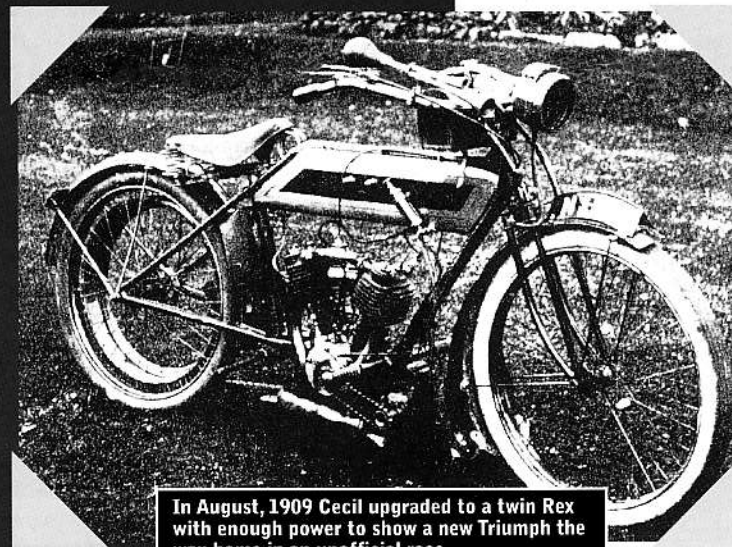
I had no motor cycling friends to consult, but having read my magazines diligently, and digested *Motor Cycles and How to Manage Them* excepting the chapter on magneto ignition, which is far too obscure for an absolute novice I considered myself quite proficient.

My choice fell upon a 3³/₈hp Rex, second hand, which had been owned by a music hall artiste, who used it for travelling. But with

the usual fickleness of his profession, he had grown tired of the novelty. The machine had been brought absolutely up to date, the following being the specification of all extras fitted:

Brooks B100 saddle; 2¹/₂in Clincher tyres, little worn; rubber pedals; Wade & Jones wipe contact; Wata-wata belt; two accumulators; two tool bags (one a large Brooks); a Schmidt Perfecta lamp and bracket; a large horn; a Bradbury stand; a new copper-faced band brake with Bowden fitting, a new Bowden valve lift; a new silencer and a lot of tools and spares.

The Rex had an appearance like new, and upon reckoning up I found that the previous owner had spent almost £12 in extras and fittings. Finding no wear in the engine at all, and given a practical demonstration of its



In August, 1909 Cecil upgraded to a twin Rex with enough power to show a new Triumph the way home in an unofficial race

hill-climbing powers, I purchased the machine for £20 10s and considered I had done well. I still think so.

Oh the joy of those first spins, early on a summer morning, though it was with trepidation that I set out on my ride through traffic and over 10 miles of tram lines to a large town. But driving was soon mastered, and in a little time I had perfect control over my new mount. It was with much greater fear and trembling that I started on the 120 mile journey to a seaside resort in Wales, for my summer holiday.

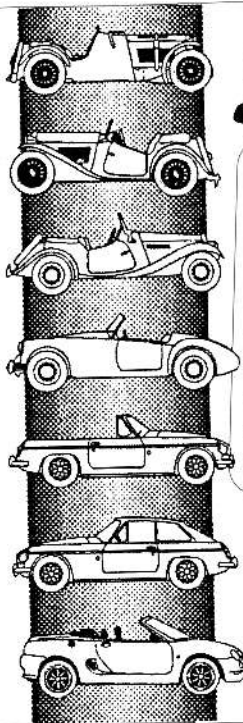
However, I simply sat tight and drove, arriving without incident in something less than seven hours.

Delayed by accumulator charging problems on my long journey home, I had to leave the Rex in a Colwyn Bay garage for a few days. I returned to find one of the firm's 'mechanics' seated astride my machine. He had found a lot of tuning up necessary, he said.

My lack of practical experience made me see far too much of the inside of repairers that year, and with my later knowledge I found that I had paid for many hours, whilst an unskilled mechanic tried to restore power, when the spring and position of the wire contact only required looking into. I was presented for a 6/6d, but before I could start, I had to put right the trembler, wiring, plug and timing.


As a result of his early experiences, my father's interest flourished. He joined the Warrington and District Motor Cycle Club in 1907, with his friend Oscar Whittle of Whittle Belts. A Mr Woolstonecraft gave them a lot of useful tuition on their engines. Club members went on various runs, including a reliability trial to Colwyn Bay. The 65 mile ride home was completed in 2¹/₂ hours, and 'showed the superiority of a 3³/₈hp motor cycle over an ordinary, up to date 16.20hp car, when we had a dust-up with one between Connah's Quay and Chester, beating it handsomely.'

Riding against Mr Cartwright of Warrington, owner of a brand new Triumph, my father won an unofficial race in 1909, staying up all the previous night to open and polish the ports of his second motor cycle, a 1907 Rex twin. The race was held at dawn, to avoid being caught breaking the 20 mph speed limit, and the winner was wheeling round the finish before his rival was in sight.



Safety Fast!



- Our workshops are staffed with UK trained mechanics able to repair all British built cars.
- We offer in-house coachbuilding, panel and paint repairs, and complete trimming facilities.
- Licensed motor dealers - audited trust account for resale vehicles.
- British Motor Heritage Approved 
- Moss authorised distributor for over 38 years with access to comprehensive illustrated parts Catalogues.
- Huge range of 'off-the-shelf' new and used parts at competitive prices.
- Correct wire wheel balancing and factory SU test bench.
- Always a large range of MGs for sale.

*A company run by
enthusiasts for enthusiasts*



ABINGDON MOTORS

(INC. ABINGDON SPARES)

192 ANNERLEY RD, DUTTON PARK, BRISBANE Q 4102
TELEPHONE (07) 3844 2881 • FAX (07) 3844 8278
Email: abingdon@mgcity.com.au

ABN 26 703 994 388

Technical Book Shop

29 Swanston Street Melbourne 3000 Australia
Phone 03 9663 3951 - Fax 03 9663 2094

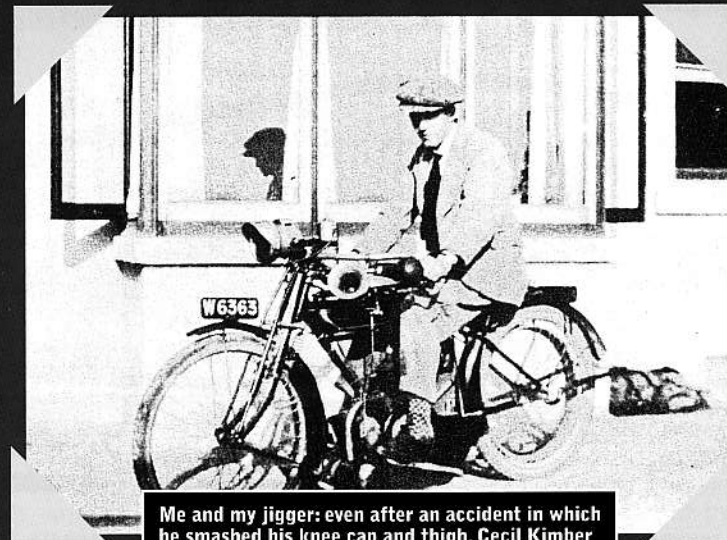
Web: www.techbooks.com.au Email: info@techbooks.com.au

*Did you realise that members are
automatically entitled to a
10% discount* at Technical Book Shop.
It's one way we like to thank our grass-
root supporters!*



Caroline Radford Managing Director - Sales & Marketing

*Discount does not apply to lower-margin items such as magazines,
some videos and sales/discount items.



Me and my jigger: even after an accident in which he smashed his knee cap and thigh, Cecil Kimber still enjoyed running around on a Sun-Villiers.

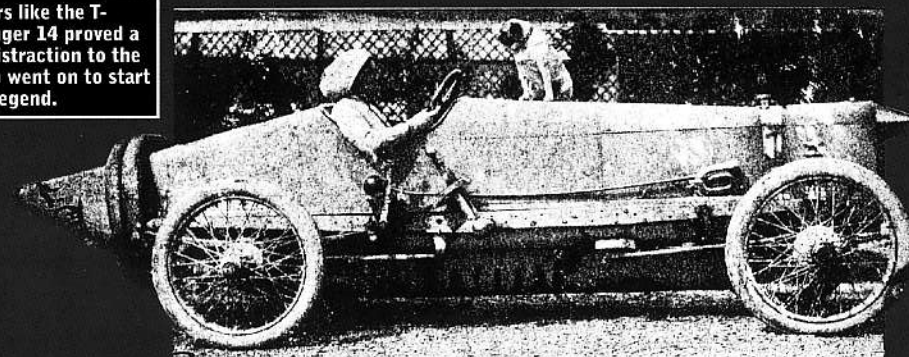
He was badly injured in 1910, hit by a local stockbroker's car at Grappenhall cross roads. Ironically, he was not racing, but dawdling back from a shopping trip on a borrowed Rex, hoping to get out of the hated chore of mowing the lawn. His right thigh and kneecap were smashed, and he spent three years on crutches, in and out of hospital. He escaped amputation, but with one leg shorter than the other,

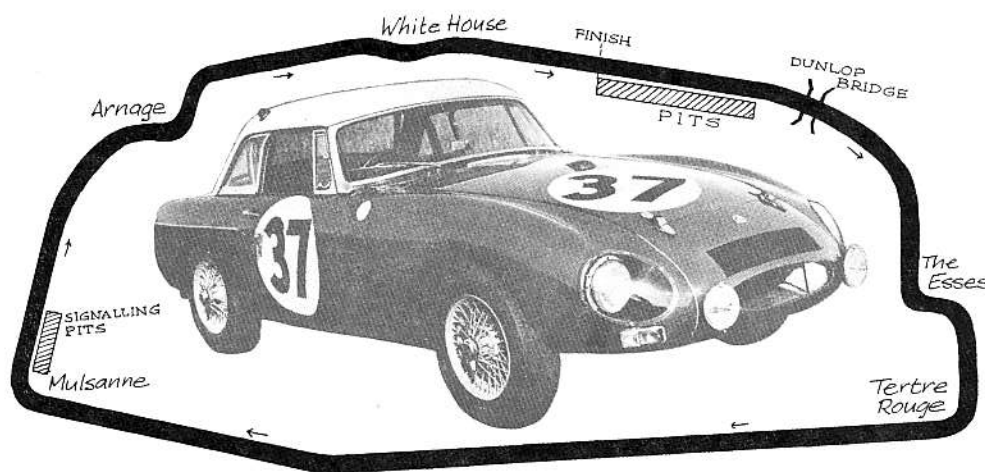
paid the price of a perpetual limp and intermittent pain for his immunity from call-up for the First World War. With some of the compensation money, he bought a Singer 10.

While reading John McClellan's *The Art of Abingdon*, I came across a reference to my father riding a small Triumph around Oxford in the early Twenties. This puzzled me, as I could not

believe that he would ever have used a motor cycle again, after such a disastrous injury. Quite wrong! I had forgotten a photograph showing him in 1915, astride a Sun-Villiers, with the inscription 'Me and my jigger'. He was still using motor cycles for sport when he went to Oxford in 1921, as the modestly paid sales manager of Morris Garages, the job which led to his founding MG cars.

Cycle cars like the T-Head Singer 14 proved a strong distraction to the man who went on to start the MG legend.





99.9

PETER BROWNING, who acted as team manager for MG at Le Mans, tells the background story of the 'MGB' that won the 'Motor' trophy averaging 99.9 mph for the 24 hours.

'As I'll be involved with the Alpine Rally around Le Mans time you had better manage our "MGB" entry', said Competitions Manager Stuart Turner passing on the somewhat awesome responsibility of looking after MG's fortunes in the world's most famous motor race. Le Mans is renowned for its unique and complex regulations; more recently the event has been described more as a battle against the organisers than your fellow competitors! There's always that dreaded 'spirit of the regulations' paragraph hovering over the scrutineering sessions, while during the race itself one slip of the team manager's slide rule or one wrong move by an enthusiastic mechanic can have the car disqualified before you realise that you have transgressed against one of the many baffling regulations. I wasted no time, therefore, in getting to know my way around the 80-page book of regulations to be sure that if the MG entry at Le Mans turned out to be unsuccessful it was not going to be my fault!

Paddy Hopkirk and Alan Hutcheson having won their class at Le Mans last year with a privately-entered 'MGB', we did at least have a very fair basis on which to make our plans for this year's race. Contrary to the approach of most manufacturers, who produce Le Mans specials which bear little resemblance to a standard production model, our 'MGB' was to be the nearest to the standard production specification that was in line with the car putting up a respectable performance. With five of the tremendously fast (and now reliable) Porsche 904GT sports-racers in our class plus three of the equally impressive lightweight Alfa Romeo Giulias, clearly we would be hard-pressed to achieve a class placing against this opposition. (Whilst these exorbitantly expensive sports-racers make a fine spectacle at Le Mans, what a pity the 24 Hours cannot return to its original conception of an endurance test for true production vehicles).

This year's Le Mans 'MGB' was therefore very much a 'same as you can buy' car, the standard model being modified in accordance with the stage 5 tune described in the works tuning manual and using competition parts available to any MG owner. The only truly non-standard feature of the car was the streamlined nose section designed to improve aerodynamics - a very significant feature on the tremendously fast Le Mans circuit. To the amazement of most onlookers the interior of the MG was completely standard, and it must have been the only car in the race to be running with full trim and carpets. Our drivers certainly had a comfortable ride!

So much for the car, now for the personalities. After his 1963 success, Paddy Hopkirk was keen to drive the MG again. This year his partner was Andrew Hedges, well-known for his efforts in so many of the premier international GT events with the Dick Jacobs Midgets. Reserve driver was Pat Vanson, remembered for his spirited performance with a brand new 'MGB' on last year's Tour de France. Pat, being a resident in France and master of the language, was a great asset to the team when it came to arguing with the officials! Our two mechanics were Nobby Hall and Den Green from the Competitions Department, both no strangers to Le Mans to whom went all the credit for the meticulous preparation of the MG described by one visiting journalist as the best-prepared entry in the race!

The Le Mans regulations permit only two mechanics to work on the car at the same time and the job of refuelling has to be done by a petrol attendant who may perform no other duties. Ian Norris, jovial PRO man from Abingdon, came along to perform this very responsible task. Being 6 ft 4

inches tall we thought he would be a fair match for the French *plombiers* (who seal the tank after each fuel stop) with whom he would have to work in close co-operation! Completing our pit crew was Charles Medlen, an RAC timekeeper who clicked his watches merrily for 24 hours and kept us up to date with the MG's progress.

Pit signalling at Le Mans presents unique problems as the signalling bays are on the far side of the circuit on the inside of the slow Mulsanne corner. Each pit has a telephone connection to its signalling bay, a fearfully ancient installation which reproduces the roar of passing cars most realistically but does not seem to be able to cope with the human voice very well! All credit therefore to our 'phone operators Neville Mason and Roger Exon who bawled to each other for the 24 hours to maintain communications.

There's always great competition amongst

the signalling teams to see who can produce the biggest and best signalling board. Judging by the complaints from rival teams who claimed that when the super-swivelling floodlit trapeze carrying the MG board went out over the circuit nobody else could see the track, our signalling arrangements were pretty good! Paddy and Andrew were certainly full of praise for the signallers John Sword and Martin Phillis who performed gallantly for every one of the 286 laps. Finally, looking after our PRO side, was former SAFETY FAST editor Wilson McComb who was also to be seen operating under the MG Car Club Gen. Sec. banner to welcome visiting MGCC members from many different nationalities who turned up. Along with Wilson came BMC photographer Eric Adkins, also a keen MGCC member



The very tricky high-speed bends at White House taken at around 110mph in the 'MGB'. The pits can be seen at the top of the picture

#Tyreworks

Bruce & Karen Bone

Ph: (07) 3879 0055

Fax: (07) 3879 0166

39 Partridge Street Inala Queensland

Silver Sponsor
National Meeting
2004

GTRADIAL

LIDDLE'S

CYLINDER HEAD ENGINEERING

Cylinder Head Repairs and Reconditioning
58 Bullockhead Street,
Sumner Park, Qld.

Phone:
(07) 3376



CRAWFORD CRASH REPAIRS

- Panel Beating • Spray Painting
- 2 Spray Booths • Autorobot Body Aligner

- 24 Hour Towing -

48 Airy Street, Wacol Qld. 4076

Jim Douglas & Dave Taylor

Ph: (07) 3271 3018

by the way. This then was our team, 14 bodies in all; perhaps a seemingly large contingent for just a single entry but none of us was to have much spare time during the 24 hours!

As befits the world's longest motor race, activities begin for the teams almost a week before the race. Scrutineering is a two-day affair occupying the Tuesday and Wednesday before race day and there are two long practice sessions on the Wednesday and Thursday evenings. Friday is a welcome rest day. Most of the teams, therefore, begin to take up residence around the circuit over the preceding weekend.

The town of Le Mans clearly makes the most of this annual festival of motoring. Hotels, which must seem awfully dreary throughout the rest of the year burst at their seams to pack everyone in, inevitably to the complete confusion of the inadequate temporary staff. Every shop in the town displays its finest wares (at its finest prices!), pavement cafes, restaurants and the well known local inns probably conduct more business in the 7 days of Le Mans than throughout the rest of the year.

As race day approaches, the motorised locals begin to sense the spirit of the occasion and many an enthusiastically driven Mini is seen playing bait to local fleets of Citroens, Renaults and Fiats. It's all so much more fun when you're likely to meet one of the competing Ferraris coming the other way! The circuit itself utilises 8 - 36 miles of main roads which remain open for the public to conduct their private lappery. This in fact does a lot to further the visitors' appreciation of the performance of the race cars; for instance visiting MGCC member from Australia Pip Bucknell and I completed one lap in an MG 1100 just managing to break 9 mins. 30 secs. without sticking our necks out too far. It was revealing to know that we would have been lapped twice in that period by most of the race cars and, even if we had been able to keep that pace up for the 24 hours, we would only just have won the very first 24 Hour race held in 1923!

Our team found its way to Le Mans by devious routes. Andrew Hedges came from London via Paris collecting a Morris 1100 kindly lent to us by a local distributor for our personal transport. Paddy Hopkirk came direct from a

recce of the Alpine Rally in which he was due to start some 500 miles away at Marseilles only 5 mins. after midnight on the day after the race! Mechanics Nobby Hall and Den Green brought the MG over in a transporter; the rest of us journeyed south in the comfort of Paralanian and Cotswold motor caravans kindly loaned to us by the manufacturers for the trip. These were to be used as headquarters for the team behind the pits and invaluable they were for providing meals and sleeping accommodation throughout the race.

All roads lead to the circuit on Tuesday for the first of the two days of scrutineering. Each car has its own time for inspection and these are widely publicised so that the locals can come along and view their favourite entries. The method of scrutiny is different to that employed at the principal British events for with the highly complex Le Mans regulations the only way to cope with the job is to have an army of officials each responsible for checking one particular aspect of the regulations. Thus the cars move slowly through the scrutineering enclosure as each official in turn checks off items on a master sheet. The whole business seems neverending, as the officials excitedly go to work checking documentation, insurances, the car's numbers, lights, body dimensions, windscreen height, cockpit dimensions and luggage accommodation. The battery and dynamo are stamped so that they cannot be changed during the race. Before arrival at Le Mans the engine had been measured and stamped, the specification being notified to the organisers.

The fuel, oil and water filler caps all have special lugs upon them so that they may be sealed during the race. There is a 25-lap minimum refuelling period for oils and water and a broken seal will mean disqualification. Fuel tank capacities are also checked at scrutineering; this is for the purpose of calculating the important Index of Thermal Efficiency which takes into account the average speed of the car, its weight and the fuel consumption over the 24 hours. The ground clearance tests usually bring trouble for some unfortunate competitor. Year by year one never ceases to be amazed how the little French Alpines and Rene-Bonnets can raise their

NOT FOR THE FAINT HEARTED

The new MG ZT has arrived. Full Fat, High Caffeine, Maximum Strength



Manual or automatic
from **\$59 990**

Now in Southport. The dynamic new GT ZT Sedan and ZT-T sports Wagon. Come and enjoy a test drive to make your heart beat faster. Be swept away by the impressive features included in the price.

Nothing Compares!

- Sports seats
- 18" alloy wheels
- Sports tuned exhaust
- 6 airbags
- Sports rated suspension
- Remote central locking with superlocking
- Perimetric alarm system
- 5 speed sports manual or adaptive 5 speed sports auto
- 4 ventilated disc brakes
- Front driving lights
- Xenon headlights with powerwash

- 6 speaker sound system
- Cruise control

MG ZT-T Sports Wagon

Manual or automatic from

\$62 990*



Life's too short not to

GOLD COAST MG ROVER

Cnr Ferry Rd & Spendlove Ave
Southport Ph: 5557 7333

*Excludes dealer delivery and statutory charges



An expectant moment during scrutineering as officials check the underside of the 'MGB'.

suspensions so high for scrutineering yet lower themselves so close to the ground when they appear for the race! Then comes the official weighing, the MG turning the scales (with 20-5 galls. on board) at 955 kg., (only 20 kg. net lighter than a standard 'MGB') -and 10 kg. more than the winning 3 litre Ferrari!

Finally there is the turning circle test; fortunately Paddy refrained from performing one of his masterly handbrake turns on this occasion! After a three hour ordeal, scrutineering was at last over, bringing a feeling of achievement almost like finishing the 24 Hours itself! Fortunately we had a very easy passage; now we were ready for the first of the evening practice sessions.

With a total of 9 hours official practice time the teams have plenty of opportunity to make their preparations for the race. With our three drivers knowing the circuit well, and the mechanics anticipating no bothers with the car, our plan was to complete only the minimum of laps. Each car is set a minimum qualifying speed according to its class and the MG's qualifying speed was 99 - 6 mph, which represented a lap time of 5'02. As last year's 'MGB' had lapped in 4'48 we expected no problems here. Paddy practised first and was soon lapping comfortably around the 4'50 mark; Andrew qualified next with almost identical lap times, then reserve driver Pat Vanson

completed his qualifying tours. The official timekeepers made a 20 secs. error and credited us with a best lap of 4'32 but obviously we did not dispute this as it would give us a better grid position-for what this is worth in a 24-hour race!

As all three drivers were completely satisfied with the MG's performance we called a halt to practice and waited for the night sessions. Apart from headlamp adjustments the night practice proved equally uneventful, the drivers lapping some 4 secs. slower than their best daylight times. A fuel consumption check over 217 miles of practice gave us 13 - 6 mpg. As this included several fuel consuming pit stops, and quite a bit of running around the paddock, we prepared our refuelling table on 14 mpg, the same figure as for last year's car. Everyone seemed more than satisfied with the first night's practice, so there seemed no point in us performing again on the following evening. And so the MG was put away until race day and we spent the Thursday practice-sessions viewing proceedings from various vantage points around the circuit.

Paddy caused us some concern on the Thursday evening by going off for a trip on our Moulton bicycle which we had brought with us for running errands. Right in the middle of the paddock, Paddy attempted a hand-brake turn on the Moulton and landed a real cropper, face down on the gravel! With nasty cuts and grazes on his hands and face poor Paddy looked very sorry for himself. Reserve driver Pat Vanson tried to insist that he should drive in Paddy's place and, of course, he was subsequently blamed for provoking Paddy's dangerous two-wheeled activities! Despite very sore hands, however, Paddy was soon back to his normal self, although, needless to say, the incident got the widest possible publicity!

After the practice sessions we had all the information to finalise tactics for the race. Our fuel consumption findings dictated our maximum running periods and we agreed to make our refuelling stops every 29 laps (242 miles). This would give us some 2 hrs. 20 mins. motoring and allow us around 3 galls. spare, just in case the driver missed the 'IN' sign or for some other reason ran over the 29 laps. We agreed to cut the first period to 27 laps just in case the fuel consumption during the race

turned out to be more than that during practice. Running out of fuel would, of course, mean disqualification, for no oils or fuels can be carried on the car apart from that in the regulation tanks. Neither may the driver leave the car to come to his pit for fuel, oil, tools or spare parts. Based on 2 hrs. 20 mins. sessions the drivers agreed to change at every stop, and I calculated that allowing for an average 2 mins. pit stop this would work out into exactly 10 sessions in the 24 hours, Andrew starting and Paddy finishing. Based on the wear during practice, Dunlops estimated that our front tyres would last the 24 hours comfortably, but our rears would have to be changed after 14 hours. Ferodos advised us to change front disc pads at this time. We anticipated no other work apart from regular topping up with engine oil at each stop.

Race day dawned fine and warm and, for all but the drivers (who had a lie in) it was up and away to the circuit in the early hours. Although some 300,000 people are reported to flock into the town on race day, the local gendarmerie seem to have things well organised and traffic congestion is not too bad. For the pit staff, activity begins immediately and there is just time for a final check over and a polish before the car has to be at the pits by noon. Fuel tanks have to be drained off in front of the pits in the attendance of the commissaires, then the car is refuelled from its own pit pump. One hour before the start the cars are all lined up in echelon, engines have to be silent well before the 'off' and it is terrifying to realise that the opening Grand Prix is conducted with almost cold engines!

As the 4 o'clock start draws near, more and more people crowd their way into the pits and fill the stands. Brushes with the gendarmes become commonplace as unauthorised (and sometimes authorised) people are marched away. The atmosphere becomes more intense, the crowds never missing an opportunity to recognise their favourite pilote. The ranks of blood-red Ferraris, silver Porsches, purposeful Cobras and the new Fords make the solitary MG look somewhat out of place.

Close upon the magic hour of 4.00 pm the starter's flag is ceremoniously carried along the front of the pits and cars. The traditional Le

Mans start is, of course, one of the most spectacular features of the race, particularly so to the British spectators as this form of starting is now banned in our country for safety reasons. An expectant hush comes over the crowd as the starter's flag is raised, it's quiet enough to hear the patter of the driver's feet as they run to their cars, and then the quiet is shattered by a great crescendo of exhaust noise as the engines leap into life and the 55 starters force their way into the traffic jam away on the first lap under the Dunlop Bridge.

Andrew made a fine getaway and was soon doing battle with our pit neighbour, a French-entered A.C. Cobra and one of the very brisk little 1000 cc prototype Rene-Bonnets. In no time it seemed the first hour's racing was over and the MG was running dead on schedule with 12 laps completed (100.3 miles). Our official placing was 35th. The second hour sped by almost as quickly and, although we conceded a place to our friend in the Cobra, our average speed remained steady at fractionally over the 100 mph mark and the MG purred around unobtrusively behind the raging Ford v. Ferrari battle.

Just before our first pit stop, Andrew gave the signallers at Mulsanne a mild heart-attack by sliding the MG wide and bouncing back off the sandbank. Andrew pressed on unconcerned while we all remembered the interminable delay last year when poor Alan Hutcheson had to dig for 11 hours to free the 'MGB' from the same sandbank.

For the first pit stop we purposely took things easily as this was to be our first full scale operation with the fuel pump and the *plombeurs* would be unfamiliar with the seals. Ian Norris' refuelling operations went smoothly while Nobby Hall dipped the oil to check the level and added the anticipated two pints. Andrew reported all was well and with all seals checked Paddy was away after a 90 secs. stop.

No sooner had we congratulated ourselves on a very smooth pit stop than the 'phone buzzed from the signallers to report that Paddy had passed Mulsanne indicating that he was coming into the pits next time round. There was some anxiety as we peered up the track towards White House wondering what the trouble could

be so soon after a stop. Paddy hustled into the pits and leapt out complaining of near-side front wheel vibration at high speed. Nobby and Den completed a lightning wheel change suspecting a wheel buckle after Andrew's excursion into the sand and Paddy was soon back in the race. Next time round Mulsanne Paddy gave the signallers a thumbs-up and a broad grin as he sorted out a masterful slide, so we gathered all was well!

This unexpected halt had put us a little behind schedule and by the 3rd hour we had dropped to 38th place. However Paddy soon settled down to some consistently fast lappery and it was during this spell that he put up our fastest lap of the race at 4' 47 (104.9 mph). Through the timed speed trap over the flying kilo. along the Mulsanne straight the MG was recording 139 mph.

The 4th hour found us back on our 12 lap per hour schedule (401.4 miles covered) and Paddy had regained 2 places to bring us up to 36th position. With the Ford v. Ferrari battle still in progress, the heavy metal was fair hurtling around and Paddy and Andrew never lost an opportunity to tuck in behind the faster cars and get a tow.



Paddy Hopkirk (left) and Andrew Hedges look confident and happy as they pose with the MG at the pits before the start.

Soon it was time for our second stop and at 8.30 pm Paddy came in reporting that all was well, except that the water temperature had risen considerably. While Ian refuelled, Nobby and Den investigated the overheating problem and suspected that the sealing lugs riveted to the top of the radiator filler cap had distorted the cap and this was causing a slight leak. The waterlevel was topped up, the faulty cap put on again and preparations made for fitting a new cap at the next stop.

By the 5th hour Andrew had climbed another two places to brings us into 34th position just ahead of the Lotus Elite. Although one of the Alfas had crashed two were still circulating ahead of us as were the quartet of Porsches.

The true spirit of Le Mans comes when darkness falls and the cars howl through the gloom, their lights blazing the trail. Around the course the fun-fairs come to life while we in the pits settle down for the lonely vigil and reach for an extra layer of clothing to keep out the cool night air. Andrew continued to lap steadily at around 102 mph, the MG sounding as healthy as ever. Exactly at 11 pm the estimated 84 laps were up and we had jumped up the leader board to 28th place. On the hour Paddy took over for his second spell and the new radiator cap was fitted, thankfully solving our overheating problems.

Paddy's first hour brought us to midnight and we gained one more place on the leader board with 802.9 miles covered. Then further retirements took us to 24th position and we were now running comfortably one lap up on our 12-per-hour schedule.

Under the perfectly clear night sky it was almost possible to distinguish the types of cars and read their numbers without lights as we checked off on our lap charts how many of the class opposition were still running. The pair of Alfas and the 4 Porsches were still there and, as we had expected, it seemed that our chances of class placings were very remote. More encouraging was our position in respect of the other all-British cars and crews eligible for the *Motor* trophy awarded the highest placed British entry. Ahead of us now lay

only the Salmon/Sutcliffe Aston Martin and the Blumer/Procter Sunbeam Tiger. Behind us, and offering no threat, were the Lotus Elite, Triumph Spitfires and the Austin-Healey Sprite.

There was slight drama at our next pit stop when the over-enthusiastic *plombeur* snapped the fuel filler cap back on with such force that he broke the hinge and the cap fell away in his hand. Without a sealed tank, of course, we would not have been permitted to continue, but fortunately we were able to wire the broken cap back on temporarily to the approval of the *commissaires*. However, rewiring the cap at each pit stop would lose us a lot of time; besides an unsound fuel cap was highly undesirable. With the pit stop over, Nobby and Den went along to see their former Competitions Manager Marcus Chambers (now managing the Sunbeam team for Rootes) and they scrounged a complete filler cap assembly from one of the retired Tigers. This new cap was fitted at the next pit stop, so that was that little drama accomplished! The poor little *plombeur* was naturally terribly upset about the whole affair, but at least it spurred him and his comrades into even faster and more efficient action for the rest of the race!

Ten hours of racing saw 1003 - 6 miles covered so despite these unscheduled delays the MG continued to maintain steady progress. Then the retirement of the sole-surviving Sunbeam Tiger heightened our prospects of finishing as the best-placed British entry, for now only the Aston Martin lay ahead of us. By overtaking our old friend in the Cobra and with further retirements amongst the leaders, the next hour brought us to 21st place, then at 4 pm, half-distance, came another scheduled driver change. Andrew came in to report that the front brakes were sparking badly under heavy braking, so clearly our brake wear was proving heavier than anticipated and the pads were changed. It was indeed fortunate that we did not run on to the 14 hours as planned, for the pads were down to the metal and would soon have ruined the discs. Eight minutes were lost on this stop but, as our plans were now to finish at all costs with eyes on the *Motor* trophy Paddy was told to hold his place without pressing on to regain lost time.

The chilly early morning passed drearily. These were the moments when one wished to be tucked up in bed away from the interminable howl of the cars as they flashed through the misty half light of the early morning. The grandstands were deserted now, as the monotonous repetition of French accordion music echoed from the loudspeakers. Only the regular and comparatively silent passage of the MG kept us awake and cheerful as the laps rolled by, the average speed creeping slowly up to the 100 mph as the dawn light came up and the lap times improved.

The next pit stop has us all on our toes for the 14 hours were up and the time had come to change rear tyres. The opportunity was also taken to adjust the rear brakes. With 18 galls. of fuel taken aboard plus the customary quart of engine oil, the MG was away again after 3 mins. 15 secs. The cold air of the early morning temporarily dropped our fuel consumption to 13 - 6 mpg but when the temperature rose later in the day, consumption ran back to 14 mpg.

Sunday dawned a beautiful morning and the sun brought new life to chilled bodies. A brisk run up and down the paddock, a cup of black coffee, a wash and shave soon brushed away the cobwebs of the past night. By now the race order had settled, for those that survive the night can usually extend their reliability through to the finish. To the disappointment of most other British spectators but, I'm afraid, to our joy, the Aston Martin began to show signs of distress around 10 am and as Andrew went out for his final spell an hour later we were able to tell him that the Aston had finally retired and the MG was now the highest-placed British entry. All that remained for us now was to make sure of finishing for our classmates, the Alfas and the Porsches, were now an embarrassingly long way ahead of us.

The final hours dragged by with painful expectancy for us in the pits; it must have been worse for the drivers knowing that one moment of relaxation could dash all our hopes. Andrew saw the 2000 miles pass 7mins. after 20 hours; our average was still creeping up to the 100 mph but there was no sense in pressing on faster at this stage. Careful calculations were now needed to make the last driver change at exactly the right moment so that Paddy's final spell

would fall within his 30 lap maximum on fuel. With 2 hrs. 20 mins. to run, and the MG now firmly established in 19th place, the last pit stop saw Andrew handing over to Paddy with the comment that the car seemed to be going better than ever. His only complaint was that with only 24 of the original 55 starters still running it was getting awfully lonely out there!

With the sun now beating down on the crowded pits it was intolerably hot as the last hour ticked slowly by. It was a shame to see our fellow BMC entry, the gallant little Sprite, have valve rocker trouble right at the finish, for Clive Baker and Bill Bradley had had a trouble free run up till then, averaging around 90 mph. The MG however sounded as crisp as ever, as Paddy reeled off the remaining laps running strictly to orders. Clearly he was rather bored at having to drive at anything but his fiery best and he amused himself by synchronising his wrist chronograph with the official race time and calculating how he could bring the MG across the finishing line at exactly 4 pm.

Paddy judged it just right and passed on his penultimate lap at 3.55 pm and as he came through White House for the last time there was the thin blue line of gendarmes lining the track and the chequered flag waiting for him. As always at Le Mans pandemonium broke loose as the cars came to the finish, Andrew and the mechanics leaping from the pit counter armed with a bottle of champagne to join Paddy for the parade of finishers. The deliberately well

shaken bottle of 'bubbly' almost blew the top off the hardtop as the MG passed the grandstand frothing in champagne! It was a very proud moment for us all.

And so it was all over. Our official placing was 19th, with 2392 miles covered in the 24 hours at a very subtle race average of 99.9 mph, a figure which has since provoked far more publicity comment than the magic 100 mph. And of course, we collected the *Motor* trophy for the best performance by an all British car and crew. Looking back through the record books it was interesting to note that if the MG had performed in the Le Mans race of 1952 and maintained the same average it would have handsomely beaten the then invincible team of works Mercedes 300SLs. Certainly this was one motoring event when it was good to be able to finish without qualifying our achievements with 'ifs' and 'buts', for we could have asked nothing more from the car or drivers.

Source: *Safety Fast Magazine*
August 1964



Bearing his lucky Monte winning number 37, Paddy Hopkirk swings the MG through the Esses.

Run to the Dam — or the Hills

Mid-week day run Wed 26th May 2004

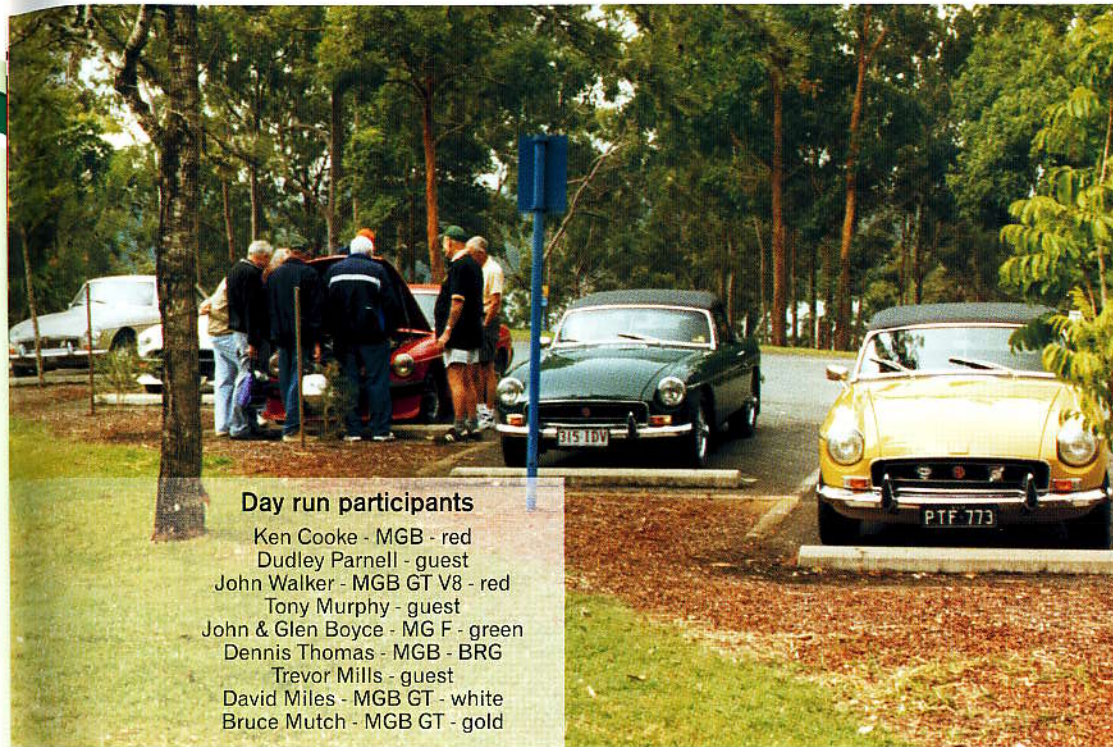
One could only say that the Mid-week runs are getting better. The mid-week stalwarts – 12 in all – gathered at Shell at Nudgee – seven cars, all MG's, and this included three visitors for the May run.

Going along the freeway north we passed all the "PB's" who had to work then went on to Murrumba Downs and through old dairying country on the Dayboro road to Dayboro. The country has plenty of feed due to recent rains and lack of stock. Just before Dayboro we headed off on to the Mt Mee tourist drive. Following David "Catch me if you can" Miles, it was an exhilarating drive through the rolling hills to Mt Mee. This country continues to host dairy farms as the pasture is mainly rain grown Kikuyu and is as good a pasture as Queensland can provide. Up the mountain we went and down the other side (which had just been resurfaced and is in great order) to D'Aguilar for smoko. (JW just made it – Smoko that is).



Following Smoko we went through Woodford to Villeneuve, past B. Abbot's Motel, and on to the grazing country of Kilcoy. Just near the turnoff into Kilcoy was the site for the new race track proposed by the Historic Racing Car Club.

We went through Kilcoy, the timber and cattle town which services the area and in particular the cattle areas up the Stanley River where so many heavy bullocks were turned off in the past to the local Kilcoy Meat Works and then to the Somerset Dam where we had another "switch back" sports car road adhering to the Warwick theme "Flat Out Safety Fast". These challenges are at legal speeds but are an excellent means of enjoying your car in comparison with another member's car of the same "vintage". As usual, during the Smoko stops, there is plenty of exchange regarding the cars and technical tips which assist all.



Day run participants

Ken Cooke - MGB - red
Dudley Parnell - guest
John Walker - MGB GT V8 - red
Tony Murphy - guest
John & Glen Boyce - MG F - green
Dennis Thomas - MGB - BRG
Trevor Mills - guest
David Miles - MGB GT - white
Bruce Mutch - MGB GT - gold

The sky was threatening so the last hood was put up, and luckily as it turned out, for we had rain all the way from the Dam through Esk to Cormorant Bay lunch stop on Wivenhoe Dam. The dam is under further development to arrest a 50 or 100 year flood possibility which entails adding more length to the dam and another spillway. It was interesting to remember back to when the Wivenhoe Dam was to be built and all the protests associated with it through to the present time now that the storage of water in the dam is the greatest saviour for the SE Qld towns and cities. I suppose one has to give thanks to those who had the foresight to see these things and then the courage to see them through.

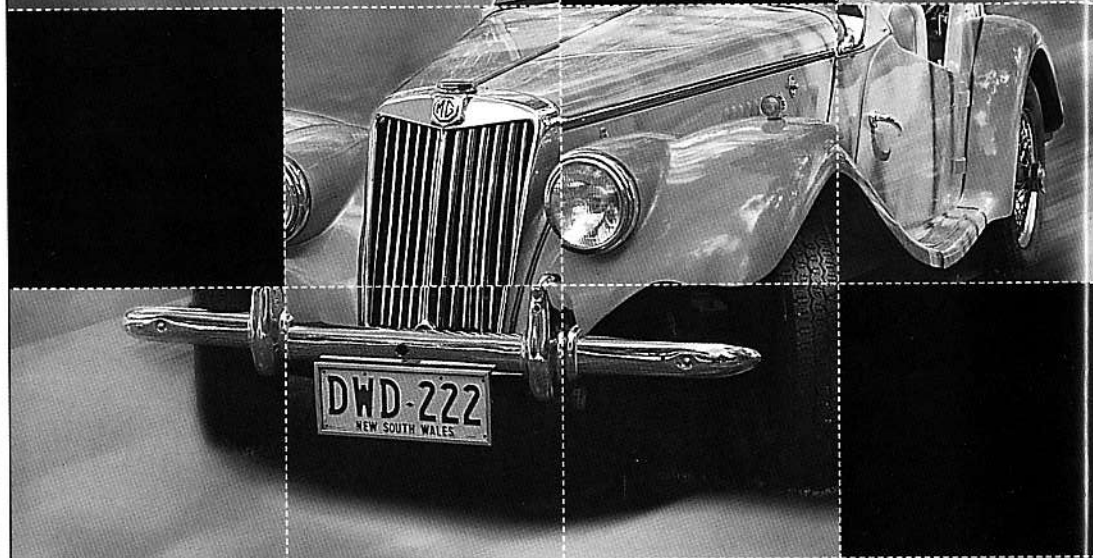
Lunch at the picnic areas was a welcome respite but was a little cold and wet outside.

Many thanks to David Miles who set up the run and led the way, eliminating the need for those illiterate old-timers to read their instructions and get lost on the way.

Following lunch which was mid-afternoon, the folks wended their way back home along the highway or for those who had not had enough, back over Mt Glorious to the northern end of town. A great run enjoyed by all and looking forward to the next one.

Note: Tony Murphy will bring his MG along next time and Trevor Mills is going to buy one. (Ed)





Select people, Select cars

specialised insurance for classic, modified, imported and prestige cars australia wide.

INSURANCE FOR THE CLASSICS

all claims settled by your local office

Torque to the people who care 1300 369 769*

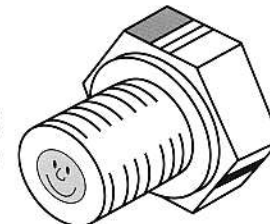
*for the cost of a local call - mobile rates apply to calls from mobile phones.

This insurance product is issued by Lumley General Insurance Limited ABN 24 000 036 279. AFS Licence No. 241461 and is subject to underwriting acceptance conditions. To decide if it is right for you please carefully read our relevant Policy Wording/Product Disclosure Statement (where relevant) before you make any decision. You can obtain them from any Lumley office or by telephoning 1300 369 769.

Offices in
adelaide,
brisbane,
canberra,
melbourne,
perth and
sydney

Lumley

Sump Plug



Who were the clubman sports car drivers heckling the open wheeler drivers on the way to the start line at the recent QHC practice. "How fast does it go mate!" "Where's your mudguards" and all sorts of other assorted barbs.

At the April Hillclimb (some news just takes for ages to filter its way through), there was some sort of strange ritual that David Homer performs to obtain record runs? Appears he pours water over his race gloves and rubs his hands together with glee! Maybe David should give some help to Barry Smith's steering wheel cover on the historic jigger. Appears the cover turns on the ships wheel but not the wheel. In...ter...est...ing in the hairpin.

What's with the Tassie Tiger on Gary Goulding's race car. Animal lurks within? Eh!

Seems that John Walker's age of 64 years has made him forgetful. At the March hillclimb, he had to return home to collect his log book so that he could run. Must have hurt. More petrol for the weekend. Probably took the cheapest car to run home.

Did you see that Nick Holman had a new woman at the National Meeting Mad Hatter's night. Brought along a feisty redhead. Talk about Jeckle and Hyde. Even those on the dinner table had trouble recognising this new woman. (Could it have been the other side to the better half). Sly old dog that Nick. Just full of surprises.

Some people just cannot get enough sleep. That David Robinson was sleeping in his van by the canteen for a couple of hours whilst all the hillclimb cars practiced their starts. Have to be a burglar's delight wouldn't he?

The scrutineering shed has been moved at Mt. Cotton and now there is no way past the ever watching, ever vigilant watchdog of Joan Appleby. Will not miss much in this position.

Seems like the Club was under scrutiny on Sunday 6th June at the Queensland Hillclimb Championship. Had our usual gaggle of stewards, clerks of course and our usual persons. But we were also visited by Milton Brennan, Lisa and Kerrin from the CAMS Qld office, Peter Lawrence from CAMS Melbourne, Paul Overell from State Council and Ian Mayberry Chairman of the Motor Race Panel. Almost looked like who's who in the Timing Shed. Hope we received a top score!

Sometimes, old sump plug wonders if all the "dogs" and "cats" have been drinking from the same water bowl. Used to have FIDO on it, but recently I think it has been re-engraved with FIGJAM. Naughty old sump plug. As the years roll on the faster they used to be or could have been. But all will be revealed soon as Elaine Hamilton is compiling a complete record of ALL our hillclimbs.

Saw Pauline Graham down for a burnout and it looked like the competitor of old. Still knows how to lay rubber after a long layoff. Ken seems to continue to knock his body about - his hand was in a cast. Have to try to teach an old dog new tricks. How to be careful maybe?

Ron and Bev Clydesdale have had Barry Evans and Owen McNeil debug the MGA and off they went day tripping in the BIG CAR. Will we see this become a concours winner with squirt and legs! Or will it just be seen and driven on Sundays?

Andrew Lake went up to Peter Gumley's oopsy at the QHC proceeded to try to upstage the Easter Bunny from the National Meeting (All in white) by setting off the dry powder extinguisher as he removed it from the ute. Changed himself into the magical mystical white fairy doused in Pixie Dust?

Seems it must be cool to have your birthday under the Gemini Sign. It was a Gemini convention with Ann Thomson, Meryl Miles, John Walker, Col Porter, Jan Tomkinson, Bob Wilkinson and Noel Caplet all celebrating. Average age is...no I cannot reveal this for the sake of a good yarn.

Congratulations to Sam and Mark Wallace on the birth of Lilly Georgia in Sydney. More new Club Grandparents. Peter and Delia have now another distraction to their house building.

People who live in glass houses shouldn't throw stones - likewise people with GT can wind the window up if it rains. Not like the old codger who puts his hood up before a DOWNPOUR.



SPORTS, TOURING AND RACE CARS

Come and see full range today!

Plenty of parking available

3279 3884

Shop 3, 180 Westlake Drive, Westlake
www.motorfocus.com.au

MG AUTOMOTIVE

Sports Car Specialists

PARTS A PROBLEM?

Call Barry for all your parts & service

Ph: 3889 9652

Fax: 3889 9659

- New & Used Parts in Stock
- Full Workshop Facilities
- Restoration
- Mail Order
- Exchange Units
- R.W.C. Inspection Station
- Credit Card & Eftpos Available
- Paint & Panel Repairs



Unit 2 - 32 Deakin St, Brendale Qld 4500

Ph: 3889 9652

Fax: 3889 9659

PO Box 5744 Brendale Qld 4500

Email: mgauto@bigpond.com.au

Silver Sponsor
National Meeting
2004